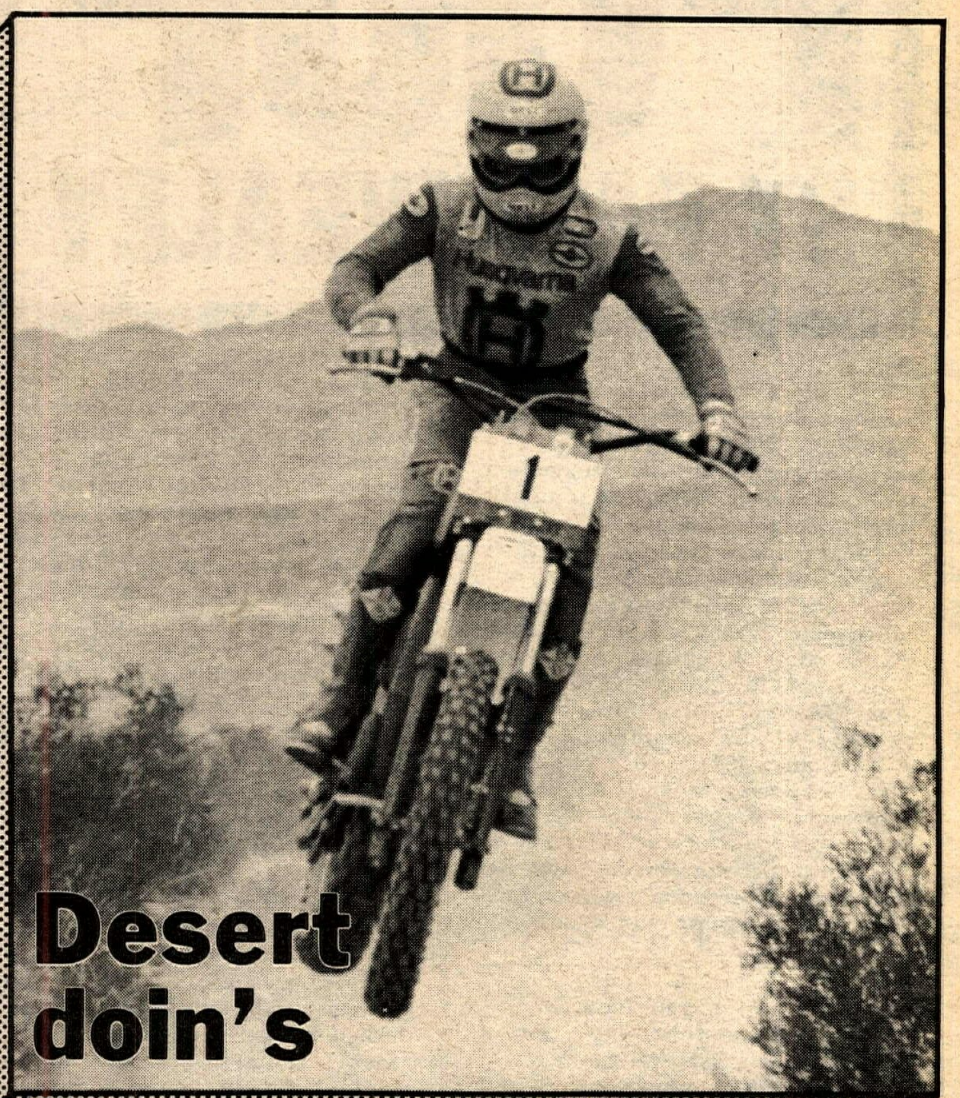
CYCLE NEWS®

WEST

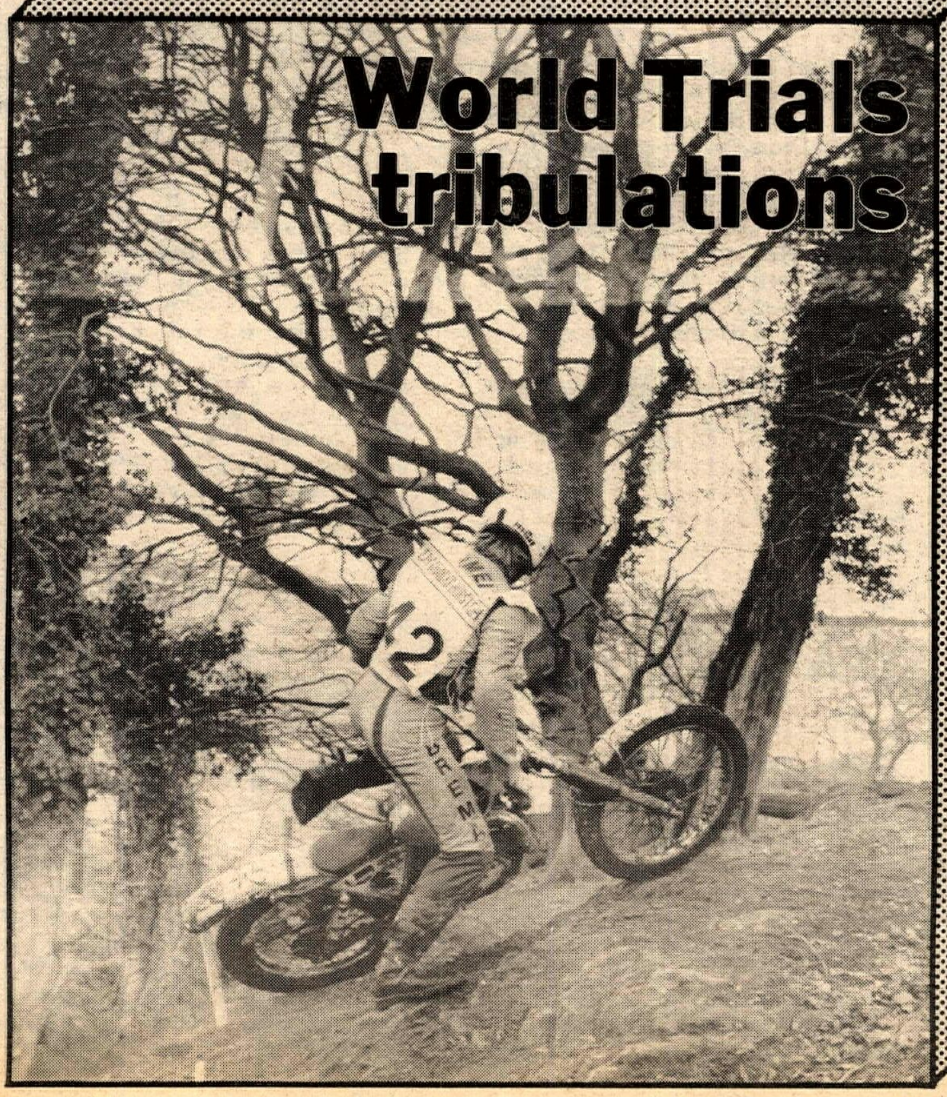
Volume XV : Number 8 : March 8, 1978

75¢

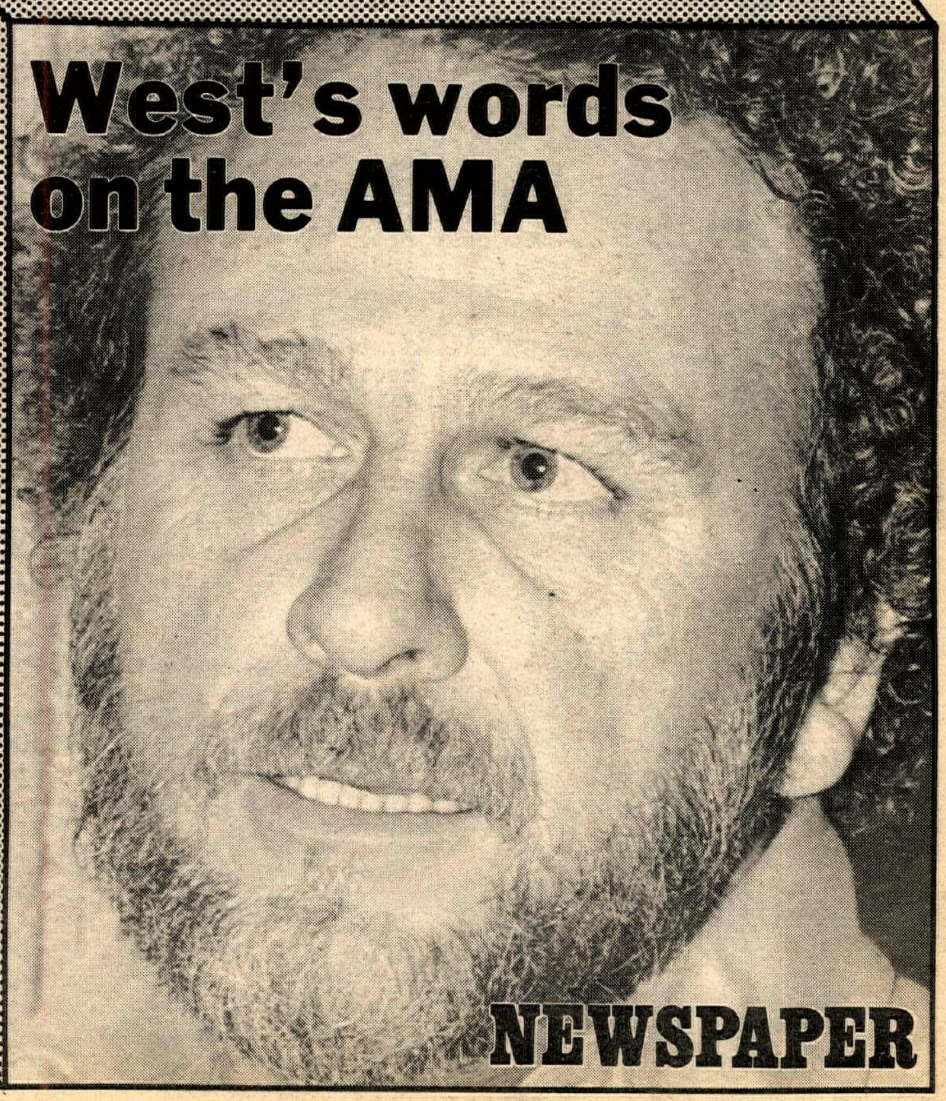
Winter-AMA wrap-up



Desert doin's



World Trials tribulations



West's words on the AMA

NEWSPAPER

THE LATEST POOP BY PAPA WEALEY

The American Motorcyclist Association announced that they are seeking input from Professional riders. To that end they are circulating blue suggestion forms and encouraging input to the three rider representatives on the AMA Pro racing boards. The rider reps are as follows: (Pro MX) Tony DiStefano, 727 S. Pennsylvania Ave., Morrisville, PA 19607; (Pro road racing) Steve McLaughlin, 1040 W. MacArthur Blvd., Suite 110, Santa Ana, CA 92707; and (Pro dirt rack racing) Corky Keener, 14479 W. 32nd Ave., Golden, CO 80401. The AMA also reports that its rider representative system has been so successful that the Federation Internationale Motorcycliste now has two elected Professional riders on each of its three Sporting Commissions.

In memorium: Dud Perkins, Sr., 84, passed away following a two week stay in a San Francisco hospital. Perkins, along with thousands of other accomplishments in the motorcycle field, was the world's oldest cycle dealer.

What's CBS News' Terry Drinkwater trying to do? Last week he came on during the Cronkite show with aerial film of desert "intallyhos" near the Colorado River that clearly showed the tracks of four-wheel drive vehicles across them, which he said were done by "motorcyclists." They even showed steel fences knocked down supposedly by two-wheel vandals. That's *not* the way it is.

In its first involvement with professional motorsports, Shoei Helmets has joined the AMA Grand National Championship/Camel Pro Series with its sponsorship of the May 27 half mile race near Denver, CO. To be presented as the Shoei Helmets Denver Gold Cup, the event will be supported by a full sponsorship and promotional effort from Shoei Helmets, under the theme "Support the helmet that supports the sport."

Shoei Helmets presently markets nine different street and competition helmet models; all meet the rigid Snell Memorial Foundation 1975 safety specifications.

Speedway promoter Harry Oxley was denied a permit for the World vs. America match races for the two rounds to be held at the Orange County Fairgrounds. The Costa Mesa City Council voted down the permit, but the State of California, owners of the Fairgrounds, stepped in and gave Oxley a permit, backed up by a State Attorney General's ruling that the State takes pre-eminence over a city jurisdiction.

Oxley also said that all competitors in the series will have to use mufflers. "We're going to choke them down quite a bit," said Oxley, who also announced the Steve Bast would replace Scott Autrey on the American team.

The American Motorcyclist Association has released their U.S. Regional Championship Series schedule for mile, half mile and TT racing. Papa put it on p. 31 so he'd have more B.S. space up here in front.

Five GS series Suzukis have been approved for AMA Superbike Production in '78: GS1000C, GS750C, GS750EC, GS550C and GS550EC. The Daytona Superbike Production race will be the largest ever with 68 riders and 10 motorcycle brands represented, pending approval on the bikes' specifications.

Papa blew it when he wrote that the Reg Pridmore's KZ1000 Superbike Production steed was co-sponsored by Racecrafters, Inc. and Vetter Fairings. Pridmore and Keith Code will ride identical bikes, both by Racecrafters — not Vetter — at Daytona, Pridmore under full sponsorship and Code receiving partial sponsorship from Racecrafters.

Did you watch the Anaheim Supercross race on NBC's SportsWorld last Sunday? Like it? Then let's tell the NBC people about it. If they know enough of us watched their program (and their commercials), they'll see the value in doing it all again. Write NBC Sports, 30 Rockefeller Plaza, New York, NY 10020, or give NBC Programming a call at 212/664-4444.

Team Honda mechanic Bill Buchka phoned in the results of Brad Lackey's first International race in Europe, and it looks like a great start for the Lackey/Buchka duo's '78 GP offensive. Brad won all three motos at the Feb. 26 500cc International race in Valkenswaard, Holland riding against all the top GP contestants, except for obviously, Roger DeCoster. Second place went to Husqvarna-mounted Hakan Andersson; third went to Team Honda's Graham Noyce. Lackey outlasted Heikki Mikkola as the "Flying Finn" crashed in the first and third rounds while chasing Brad for the lead at Valkenswaard. Mikkola scored a second place in the second moto.

Continental Moto-sports Club President Stu Peters journeyed up to Sacramento to gather tracks and promoters to keep the CMC banner alive in Northern California. Boss MX lost its CMC affiliation recently, and Peters is meeting with three different possible promoters as to whom will take over the sanctioning in the Sacramento area. Jon Boyette and Hon Herrera of J'hont Motocross are the two most-likely candidates for the spots at Sacramento Off-Highway Vehicle Park, Argyll, and Helvetia.

Fred Dion, head of Boss MX, quit as a promoter after the final event of the CMC/Suzuki Golden State Series. Dion, who phoned from Sacramento, said "I'm cancelling all my races. I lost over $8,000 in the Golden State Series, and I've just lost Helvetia Park." Dion said he would make good on his debts and hoped to get back into promoting in the future.

But Kelvin Franks of CMC, in a phone conversation with *Cycle News*, said, "All we could find out was that he'd [Dion] sold his house and moved to Oklahoma. I understand his wife is from that area." Franks said that Dion had apparently left without paying the rent to Helvetia Park, though he did furnish to CMC complete results from the last Golden State Series race, as well as all licenses he had sold. "He did everything right for us," said Franks.

Unofficial but highly reliable sources indicate that U.S. Suzuki signed Brian Myerscough last week to their National motocross team. Myerscough, a former national Minicycle champion, will team with Mark Barnett in the AMA 125cc Nationals.

A mammoth motorcycle parade, starting on the sands of Daytona Beach behind the Hilton Hotel and ending on the back stretch of Daytona International Speedway, will be a new feature of Daytona's Cycle Week '78. The parade will lead to "Harley Heaven," an enclosure directly across from the chicane at the end of the backstretch. The Harley Heaven grandstand will seat 4,500 spectators.

Tickets to Harley Heaven are being sold at participating Harley-Davidson dealers throughout the United States for $10, the cost of a regular infield ticket to the Daytona 200 Motorcycle Classic. On arriving at the Speedway, the parade will be split into two groups, one routed to Harley Heaven and the other directed to the infield or grandstand entrances. The parade will depart from behind the Hilton at 10 a.m., Sunday, March 12. The annual Harley-Davidson trade show at the Hilton is scheduled Wednesday through Saturday from 2:00 to 11:00 p.m.

England's *Motor Cycle* reported that Bill Emison, importer of Berm trials gear and accessories in England, has offered to back Debbie Evans in this year's Scottish Six Days trial this year.

Steve Baker has been testing works Suzuki road racers for use in the Nava Olio Fiat team this year, but they're last year's Texaco Heron Suzuki GB bikes, not the new trick ones that Barry Sheene and Pat Hennen will ride, according to *Motor Cycle*.

Harley-Davidson will debut a 1,340cc vee-twin at the Daytona Motorcycle Show. Designated the FLH 80 (80 cubic inches), the bike will appear in full touring gear like the 1,207cc Electra Glide, but will be completely restyled. Also, a 1,000cc Sportster with a frame similar to the XLCR cafe racer will be introduced at the show.

Gary Nixon will contest this year's Formula 750 road racing championship series, running the TZ 750 that Erv Kanemoto prepared for him last year.

Takazumi Katayama will ride in the 350 and 500cc classes in '78 World Championship road racing. Though Katayama will ride Yamaha works machinery, it will come in Sarome colors, allowing Katayama to take advantage of a lucrative deal with the Japanese cigarette lighter company.

The Sacramento County Board of Supervisors approved Prairie City OHV Park as the name of the County's Off-Highway Vehicle Park during the Feb. 6 meeting. In early January, the selection committee met to judge their Name the Park Contest entries, and found "Prairie City Park," submitted by Dennis Keyser of Citrus Heights, CA as the most appropriate name.

Located on White Rock Road between Grant Line Road and Prairie City Road, Prairie City Park is open Wednesday through Sunday, 8 a.m. to 6 p.m. for off-road vehicle use. Fees are $1 for motorcycles 100cc and under and $2 for all other vehicles. For information on operation or group activities call 916/366-2061 or 351-0271.

Sacramento County Department of Parks and Recreation will be co-sponsoring a Night at the Movies, Thursday, March 30 at 8 p.m. in Prairie City OHV Park's Moon Room. The program, presented by the Valley Off-Road Racing

(Continued to page 37)

GREAT BEAR GRAND PRIX

RIVERSIDE INTL. RACEWAY!

ENTRIES CLOSE MARCH 6

APRIL 1 & 2, 1978

√ FOUR RACES – EACH 100 MILES √ PARTICIPATION PINS AND FINISHER PINS √ COMPUTER SCORING
√ DISTRICT 37 POINTS √ RESCUE 3 WILL BE IN ATTENDANCE √ NO PLAY BIKES
√ AMA SANCTIONED √ RIDER NUMBERS PROVIDED √ FREE OVERNIGHT CAMPING
√ CHILDREN UNDER 12 FREE √ NEW COURSE √ GREAT BEAR DECALS √ INDOOR PLUMBING
√ 2000 RIDERS EXPECTED √ ENTRY INCLUDES RIDER ADMISSION TO RACEWAY
√ Entries open January 24, 1978 and close March 6, 1978. Starting position determined by postmark.
√ Spectators – $5.00 per person (includes overnight camping). RIR open noon Friday, March 31, 1978.
√ Waterproofing recommended. Motorcycles must be impounded prior to race.

SATURDAY
9:00 START

100 - CLASSIFIED, ALL
125 - CLASSIFIED, ALL
175 - CLASSIFIED, ALL
WOMEN CLASS, ALL

MAIL ENTRY TO:
GREAT BEAR GRAND PRIX
2805 SAN JUAN LANE
COSTA MESA CALIFORNIA
92626
PHONE: (714) 556-7727

SATURDAY
1:00 START

SPORTSMEN (ALL)

MAIL ENTRY TO:
GREAT BEAR GRAND PRIX
235 N. MALENA DRIVE
ORANGE, CALIFORNIA 92669
PHONE: (714) 538-5721

SUNDAY
9:00 START

250 - BEG, NOV, SR.
500 - BEG, NOV, SR.
OPEN - BEG, NOV. SR.

MAIL ENTRY TO:
GREAT BEAR GRAND PRIX
16532 MARIE LANE
HUNTINGTON BEACH,
CALIFORNIA 92647
PHONE: (714) 848-2746

SUNDAY
1:00 START

250 - EXP, JR, SR.
500 - EXP, JR, SR.
OPEN - EXP, JR, SR,
SIDE HACK'S

MAIL ENTRY TO:
GREAT BEAR GRAND PRIX
1047 TULAROSA
ORANGE, CALIFORNIA 92666
PHONE: (714) 633-5927

AMA
AMERICAN MOTORCYCLIST ASSOCIATION

WESTERN
UNITED STATES CHAMPIONSHIP

DO NOT WRITE IN THIS SPACE
G.P. No.

DISTRICT 37-38 CLASSIFICATION		FOR DISTRICT 37-38 POINTS ONLY
BEGINNER		DISTRICT 37 NO. _____
NOVICE		DISTRICT 38 NO. _____
JUNIOR		DIVISION _____
EXPERT		CHECK ___ MX D S WD SV
OTHER*		CLUB _____

* IF YOU DO NOT HAVE A CURRENT DISTRICT 37-38 CARD, ATTACH COPY OF CLASSIFICATION FROM OTHER ORGANIZATION.

Mail Entry $19.00 a rider – Post Entry $35.00
(Includes $1.00 for District 37 - 38 Legal Defense Fund)

ENTRY MUST BE ACCOMPANIED BY 3 SELF-ADDRESSED, STAMPED, LEGAL SIZE ENVELOPES, PHOTOCOPY OF RIDER CLASSIFICATION, AND AMA CARD. (Please Print Clearly)

Name _____ Address _____ Age _____
City _____ State _____ Zip _____ Phone ____/_____
Eng. No. _____ Eng. Size _____ Make Bike _____ AMA # _____ Expires _____

THE UNDERSIGNED ENTRANT BY AFFIXING HIS INITIALS BELOW, ACKNOWLEDGES THAT HE ASSUMES THE RISK OF ANY LOSS FROM INJURY OR PROPERTY DAMAGE TO HIMSELF OR TO OTHERS, DUE TO HIS PARTICIPATION IN THIS EVENT AND HE HEREWITH SPECIFICALLY HOLDS HARMLESS FROM ANY SAID LOSS THE AMERICAN MOTORCYCLE ASSOCIATION, SPORTS COMMITTEE, DISTRICT 37/38 AMA, INC., THE SPONSORING CLUB OR ORGANIZATION, AND THE OWNERS OF THE REAL PROPERTY ON WHICH SAID EVENT SHALL TAKE PLACE.
(Entrant's and/or parent's initials) _____

The undersigned does hereby certify that he is a duly qualified (Circle One) Junior / Expert / Novice / Beginner class motorcycle rider having been so qualified by a competent organization.
It is further understood and agreed that in the event I am injured from whatsoever cause during the event covered by this application, I herewith consent to and authorize first aid and ambulance service as provided by the sponsoring club or property owner, and further hold all parties harmless from and consequences of said aid.
Under the rules and sanctions of the American Motorcycle Association, I hereby agree to conform and comply with the rules governing this contest.

Signature of entrant _____ Date _____ 19____

If entrant is under 18 and does not have a current District 37 - 38 Card indicating notorized consent is on file, Parent or Guardian must sign here acknowledging his or her notorized consent to the terms of entry and have NOTARIZED CONSENT attached to entry.

NOTICE – THE BELOW INFORMATION TO BE USED BY RESCUE FORCES ONLY.

G.P. No.

RIDER'S NAME _____ AGE _____
STREET ADDRESS _____ CITY _____ STATE _____ PHONE _____
PERSON TO NOTIFY IN CASE OF ACCIDENT _____ PHONE _____
RELATIONSHIP _____ YOUR BLOOD TYPE _____
YOUR INSURANCE COMPANY _____ POLICY NUMBER _____

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INSIDE

Winter-AMA MX Series.. 6
Florida's Finale
How to ride like the Hurricane..... 9
Ruff stuff and saving it
Roger DeCoster..... 9
"It was a stupid crash."
AME Mountain High.... 10
Robertson, Worth, Clark clean up
Harley-Davidson emissions letter..... 12
Another less than tolerant viewpoint
World Trials Championship..... 14
Irish opener to Vesterinen
Bill West Interview..... 16
Eight years of experience and opinions
Winter-AMA MX Series. 20
Round three thriller
AMA Regional Calendar 22
Points-earning dirt track events

ON THE FRONT PAGE: Mark Johnson signals Mark Barnett in the final Winter-AMA race; Larry Roeseler whoops it through the dez; even World Trials contenders dab sometimes; Winter-AMA head Bill West blasts the AMA. Photos by Jim Gianatsis, Gary Laudig, Dave Wilcock and Gary Van Voorhis.

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VOICES OF THE WEST

No fan of Hannah's

My family and I went to the Seattle Kingdome on Feb. 18 to see the Yamaha Gold Cup Supercross. The race was very exciting, and all of the riders were very nice and polite except for one: Bob Hannah.

Our son is a racer, and a lot of our friends race, so I realize that a rider is busy and has a lot on his mind before a race. But I don't think that gives anyone the right to be rude.

My daughter got autographs from most of the riders except for Mr. Hannah. When she asked him, he just mumbled something and turned his back to her.

Does Mr. Hannah think he's too good for the public? After all, the spectators are the ones who made him what he is today. I wonder if he realizes that without public support he would be nothing.

MRS. LINDA GOTT
Forks, WA

In our dealings with Bob Hannah, we've found him to be friendly and cooperative, Linda. Your daughter's experience, I think, was an exception to the rule and hopefully just a misunderstanding... Editor.

Bitchin's heart's OK, but...

How can you publish the trash put out by the one who calls himself Bob Bitchin? He takes cheap shots at dirt bikers when the AMA and all the other organizations are trying to unify all the bikers. He talks about improving the motorcyclists' image when he himself was written about, in another motorcycle publication, as sword fighting with tent poles while riding down the freeway with the author of the article.

It appears to me that what he says sometimes makes sense. What he does is often a contradiction. He always writes what it takes to make copy, and not what he really feels.

His heart may be in motorcycling, but his column would be better left out before his actions and words are used against all of us. I personally do not wish to be represented by him.

STEPHEN P. DEMSKI
Camarillo, CA

All right, where'd you guys put Sturgis?

In the Feb. 8 issue of *Cycle News*, a race calendar was included which listed all the AMA Grand National Championship/Camel Pro Series, World Championship Road Racing, all the AMA and FIM MX races and a lot of other events.

Two road runs were listed: Black Hills Classic and Aspencade Motorcyclist Convention. The Black Hills Classic is listed for Aug. 7-12 in Sturgis, ND. I cannot locate Sturgis in North Dakota but find it in South Dakota. Please clarify.

ED KING
Fresno, CA

That's one error on the calendar, Ed. Buy you a beer if you can find the other one... Editor.

Husqvarna testimonial

I'd like to inform the bikin' public about a factory and a dealership who care about their product and their customers. The factory is Husqvarna; the dealership, Mission Hills Motorcycles.

I purchased my Husky about 13 months ago, and I started having some problems which were taken care of by the 90 day warranty. But I still had recurring problems.

The new owners of Mission Hills, Matt Zoerb and Mike Merrick assisted me in repairing the bike and keeping the price to a minimum. Finally, I contacted the factory. They took the engine, inspected it, and found the cause of my problems to be a defective part.

So, after about 13 months and 2600 miles, they gave me about $400 in engine parts for free. Mission Hills volunteered to reassemble the engine, also free of charge.

I think that Husqvarna and Mission Hills Motorcycles have set a good example for others to follow.

BOB MESECHER
Sepulveda, CA

Thanks, Ridgecrest staffers

I want to say thanks to Ridgecrest Community Hospital in Ridgecrest, CA for their great team of doctors and nurses who saved my life and were with me in their Cardiac Wing Intensive Care Unit.

On February 4, I collided with another bike while at Charlie's Place off Trona Road. My right foot was badly damaged, and while I was in surgery, due to a major reaction to drugs, I suffered a cardiac arrest. If it had not of been for the highly skilled doctors and nurses I would not have survived.

My family and I will be eternally grateful to Dr. Larson, the nurses n O.R. and to all the nurses that took such good care of me for the two days I was in Intensive Care.

I am recuperating with my foot and leg in a cast and after another eight days in our local hospital, I am mending very well. My doctors say that it is due to the way my injuries were treated in emergency.

ANITA RUSSELL
West Los Angeles, CA

Dan sez thank ya

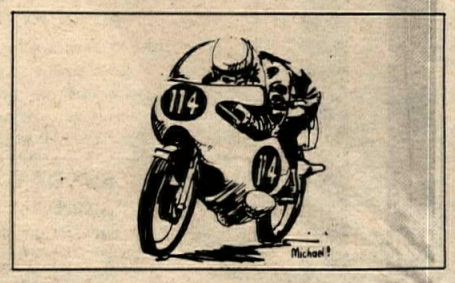
Dan Thordarson, D-37 Expert Desert Heavyweight #8, his girlfriend Judy Saunders, and his family wish to thank all of the people that came to his aid when he was injured Feb. 12 just prior to the Desert Squirrels' Nutcracker 4 race in Lucerne.

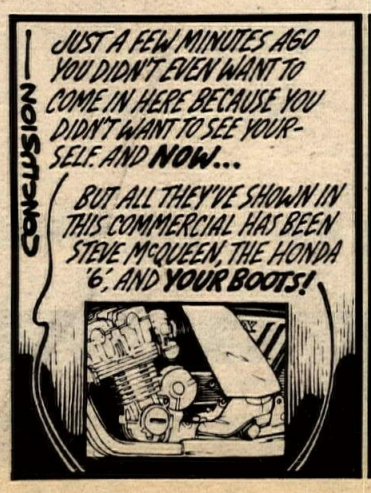
Particular thanks and appreciation are extended to the unidentified doctor motorcyclist who tended to Dan and directed his removal from the scene.

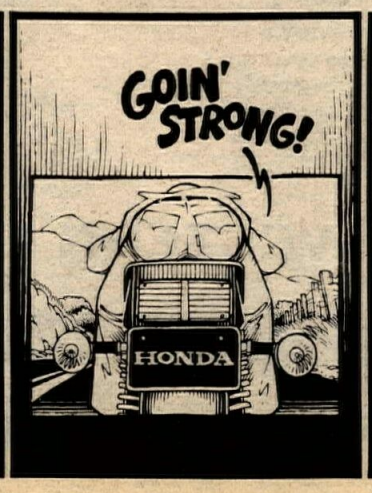
Thanks also to members of Rescue 3, Tri-City Ambulance, Competition M.C., HBMC, and Desert Squirrels M.C.

Dan is in good spirits and resting comfortably in traction from multiple compound fractures of his right thigh bone and right forearm in UCLA Medical Center, Room 667, 10833 Le Conte, Los Angeles, CA 90024. Get well wishes are also extended to Rich Varner of HBMC.

H.R. THORDARSON
Panorama City, CA







If you ask 22 year old supercross star Jimmy Ellis about the season opener at the Kingdome, he would tell you it was one hell of a tough race. The indoor course was covered with a thick topping of wet sand and silt which caused even the best riders to crash, bog-down and seize engines. Jimmy's riding skill got him down the straights and through the turns, and Bel-Ray Total Performance Lubricants kept his Honda CR-250R running at peak performance. While other machines overheated and lost horsepower from the muddy track, Ellis blasted by them.

Jimmy's Honda runs with Bel-Ray MC-1 2-Cycle Engine Oil giving him the added power and performance he needed to win. MC-1 was only a part of it. Bel-Ray Racing Chain Lube reduced friction drag and protected Jimmy's chain from the mud, sand, silt and grit.

All Team Honda riders, including second place finisher, Marty Tripes, race prepare their machines with the full line of Bel-Ray Lubricants.

Ellis tells us . . . he demands Bel-Ray.

How did Jimmy Ellis and Team Honda win the Seattle Supercross . . .

TELL US ELLIS!

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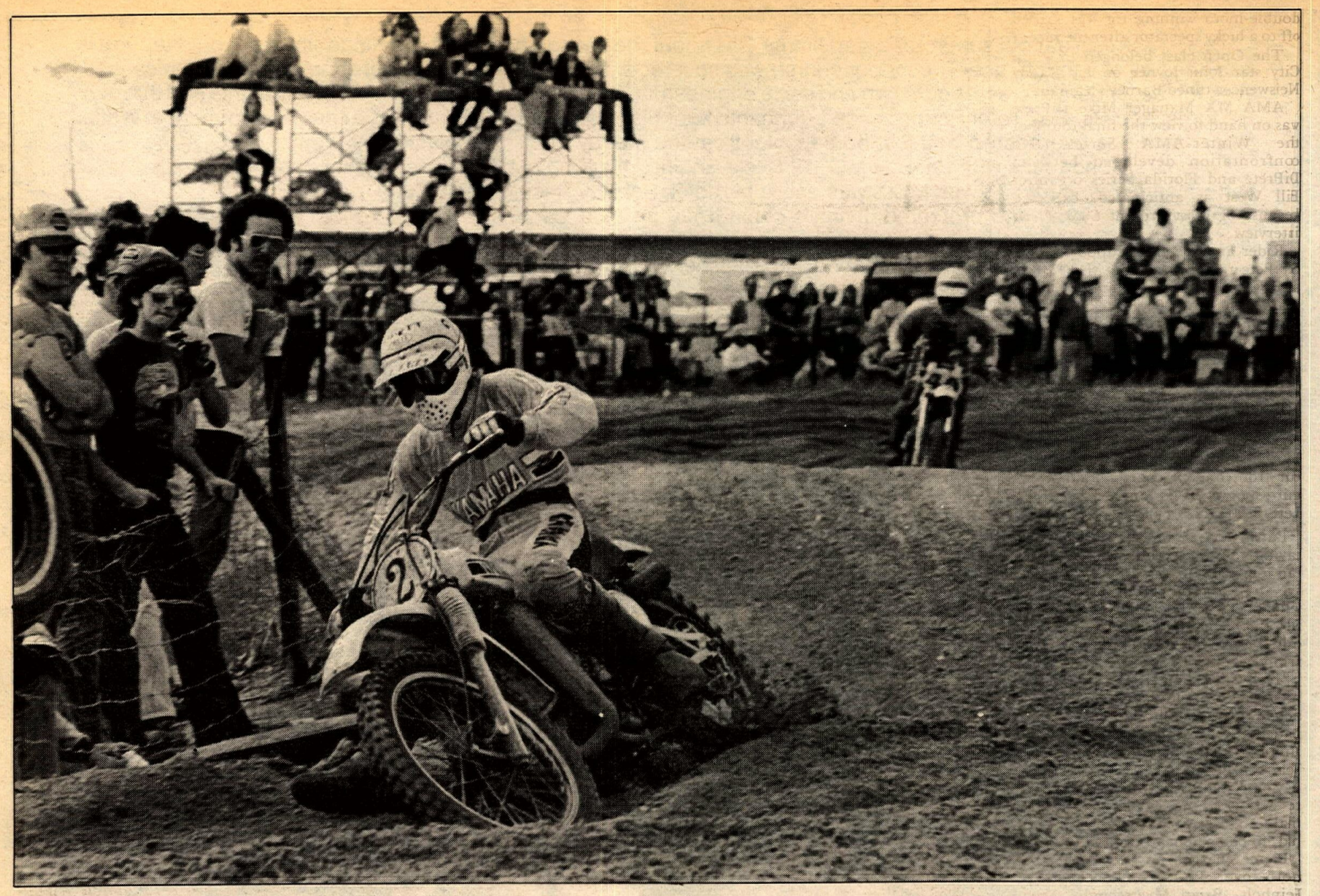


(Above) Bob "Hurricane" Hannah leads Frank Stacy in the 250cc race.
(Below) Kip Pierce roosted the 125cc Pros.

PHOTOS BY JIM GIANATSIS

8th Annual Florida Winter-AMA MX Series

Pierce, Hannah, Joyner dominate series final; Barnett, Calathes, Kudalski snag titles

By Jim Gianatsis

ST. PETERSBURG, FL, FEB. 26

Tony DiStefano stayed away, Bob "Hurricane" Hannah came and conquered, and three new champions were crowned at the final race of the MXL-sponsored Florida Winter-AMA MX Series held at Bill West's Sunshine Motocross Speedway.

Going into St. Petersburg with three races completed, the class points leaders seemed to have things well under control. But during the day's final round, anything that could have happened did, and close battles for the point leads developed in each class.

When the final checkered flag dropped, though, it was Team Suzuki's Mark Barnett holding onto the 125cc class title with his Mark Johnson-tuned RM125C model II production bike. John Calathes snared the 250cc class title with his Team Maico-supported bike prepared by Randy Myers. Don "Killer" Kudalski backed up Calathes for another Florida rider victory in the Open class title chase with his Gordon Rainbow-wrenched Yamaha YZ400E.

The day's overall wins weren't posted by the series champions. Florida's Kippy Pierce on a Team Yamaha-supported YZ125 tuned by Greg Arnette finally got the best of Barnett after having to tail him across the finish line at the previous three races.

Bob Hannah, the Hurricane Kid, proved unbeatable as he showed up on another box stocker, a Yamaha YZ250E prepared by the Czar of Motocross, Bevo Forte. Hannah's

double-moto winning rig was raffled off to a lucky spectator after the race.

The Open class belonged to Plant City star John Joyner on his Randy Neiswencer-tuned Barney's Yamaha.

AMA MX Manager Mike DiPrete was on hand to view the final round of the Winter-AMA Series. No confrontation developed between DiPrete and Florida Series organizer Bill West as anticipated, expected because of West's recent *Cycle News* interview.

Rider and spectator support at the St. Pete race proved that the Florida series will remain strong in coming years with some 900 Professional and Amateur riders from across North America and some 7,000 spectators at the final race.

125cc

John Reinholt clutched out the first moto holeshot ahead of series leader Mark Barnett who bogged off the line. By the second lap, Mark was already out front and in control followed in third spot by David Jones, then Clifton Lett, Steve Martin and Kippy Pierce.

Putting on a fantastic charge after having been buried off the line, Pierce had moved up to pass Reinhart on lap five and was soon closing on Barnett's yellow jersey. They disappeared off into the back section of the track and only Pierce returned, with the lead firmly in control.

"I fell twice. I guess I got too excited in trying to hold back Kippy. The second time I fell the engine must have loaded up because I couldn't get it running," explained the 17-year-old Team Suzuki ace.

"Some fellows gave him some help to get it running," said Florida's likable referee Freddie Ephrem, "so I had no choice but to disqualify him."

Pierce charged on to win the first moto over 20 seconds ahead of Reinholt, Brian Myerscough, David Jones and Mike Guerra.

With Barnett having been eliminated from the first moto's points, Kippy Pierce narrowed his second place in the series points standings of Barnett by less than a moto win. Mark couldn't take any chances racing Pierce again in the second round.

Steve Martin put his Yamaha into temporary lead at the start of moto two, tailed by Reinholt, Lett, Jeff Hicks, then Pierce and Barnett. At one point Barnett wheeled his way past Pierce as they charged to the lead of the pack, but Pierce repassed Mark with enough momentum to carry himself up into the lead past Reinholt as well.

"I really felt good. The bike was strong, and we were clicking," Kippy said afterwards.

Barnett followed Pierce up into second spot a lap later, but the pace was too dangerous for the points margin it offered. Mark began to ease up as the 30-minute moto played out, letting Guerra get his Yamaha past for second spot on the final lap. Barnett held onto third place and with it the Florida series 125cc title.

250cc

Tony DiStefano chose to remain in Southern California to train after the Seattle Supercross rather than return to the Florida series as expected. His problem in the first two races had nullified any chance of repeating his twice-previous Florida series titles.

More than making up for the D's absence was the Hurricane's presence at the final race. The 250cc class was pre-billed as "The Race Of The Day" with a heavy confrontation expected between Hannah and Don Kudalski on the factory Harley.

The first Hannah/Kudalski confrontation took place in their qualifying moto. Kudalski's banzai technique to the first corner out-pulled Hannah's clutch fanning with the stock Yamaha, with Don wheelieing the orange Harley into the lead just a few feet ahead. For four laps, Don held the lead as the Hurricane repeatedly pressed in then backed off.

With one lap to go in the 10-minute qualifier..."I came out of a corner, got in a series of whoops and got out of shape. When I got it straightened out I was headed straight for the infield lake," related the Killer as he drip-dried.

"I had to stop to see where he went. I never laughed so hard before," was the Hurricane's comment on the matter. Bob won, while Don would come back and win the consolation moto to make the transfer to the main.

Frank Stacy got serious about overcoming the minor problems which had been affecting him all series long and got cooking for the final event. Frank put his Moto-X Fox/Penton into the lead of the first moto ahead of Hannah, Tim Welker, Kenny Zahrt, Marty Moates, Mickey Kessler and John Calathes.

Kudalski pulled a poor start this time, and in an attempt to make it up quickly, crashed hard on the first lap jamming his handlebar into his side. After riding one lap in pain, Don retired from the moto to put a temporary end to the Hannah/Kudalski confrontation.

By the fourth lap, Hannah had gotten around Stacy as expected, but Frank held his ground to claim second for the moto. Marty Moates was looking strong as well in his final ride for Husky (Marty will switch to a LOP Suzuki for the remainder of the year) and passed Welker for third spot. Calathes got his Maico a little too close for Moates' comfort near the end of the race, followed by Mark Robillard, Monte McCoy, Gary Pustelak and John Savitski.

Crashes in turn one held back a number of riders at the start of the second moto as Hannah blasted past race leaders McCoy and Kudalski at the end of the first lap. It finally looked like Hannah and Kudalski would have their race as Don wired his Harley to Bob's rear fender. Don stayed there for three laps getting the bike sideways in some rough sand whoop sections as he tried to keep the throttle pegged to stay with Hannah, who seemed to be floating the stock Yamaha across the destructo-style bumps.

Having gambled twice already today with the Harley and coming up with snake eyes, Don wisely decided to back off for the sake of safety and fading suspension. A couple more laps and the back tire went flat, forcing him to slow even more.

The day belonged to Hannah as Stacy moved up to collect another second spot ahead of Monte McCoy, John Calathes, Kirk Bigelow and David Boles.

John Calathes' win of the opening series race at Orlando, and the consistency which followed, allowed the little-known-outside-of-Florida-rider to capture the 250cc series title.

Open

Don Kudalski was really interested in the Open class, where on his final race with a Yamaha, he was hoping to pull off the series title. Ironically, the three fastest riders in the class would fail to finish the second moto. But that would come later.

Moto one was an all Kudalski show with Don leading in a runaway from flag to flag. Barry Higgins was left way behind after a crash on lap one as another Maico rider, Gary Pustelak, tried to keep Kudalski from racking up a perfect lap record. Two laps into the moto Gary caught and passed Kudalski for the lead — the first time in the Open class all series — but it was short-lived as Don was back in control a lap later. Pustelak held onto second spot for a 1-2 Polish punch (Gary was also racing in the 250cc class) ahead of John Joyner, Sumney, Boone and Anderson. Retiring early in the moto were top series contenders Joey Gratton with a broken foot peg, and fellow Maico rider Sam Dayton who spent a lap in the pits trying to straighten his Maico from a crash.

Kudalski was really feeling sore from his crash in the 250cc race earlier and when he pulled a last place start for the final Open moto he decided to retire to the pits after just one lap. A between the race tabulation of points showed he had already won the Open class title with his first moto win.

John Joyner had nailed the lead ahead of Boone, with Mickey now getting back up to working speed with his broken foot well healed, then Waller and Summey.

Close behind them on the opening lap had been Sam Dayton and Gary Pustelak, but the two Maico riders tangled bars diving for the inside line of a corner and knocked each other right into the now infamous Sugar Bear Grossi Lake, so named for a get-off there by Billy Grossi a year or so ago.

"We nearly drowned!" They both spit the words out with water as they went back in to retrieve their bikes which were hidden in the depths.

John Joyner, meanwhile, ran away with the moto, and with Kudalski out of action, took the day's overall win as well. It was Kudalski, though, who summed up the 1978 Florida Winter-AMA MX Series for himself and the other riders most appropriately afterwards.

"Well, after all these years I finally got that factory ride. There's a lot of people to thank, but especially Harley for having faith in me. But if it wasn't for the Florida series I probably never would have made a name for myself outside of Florida and attracted National attention. The only other way is to live and race in Southern California, and not too many riders can afford to do that. The Florida series gives eastern, as well as western riders, the attention they deserve. As far as organization, this was the best year yet for the series, its tracks, and the promoters.

"There's really one person I need to thank specifically. That's the guy that always stuck by me, supported me as a privateer when I needed a ride, and supported me with encouragement — that's my dad." ●

The Winter-AMA champs: Don Kudalski (49), John Calathes and Mark Barnett (24) pose with their mechanics.

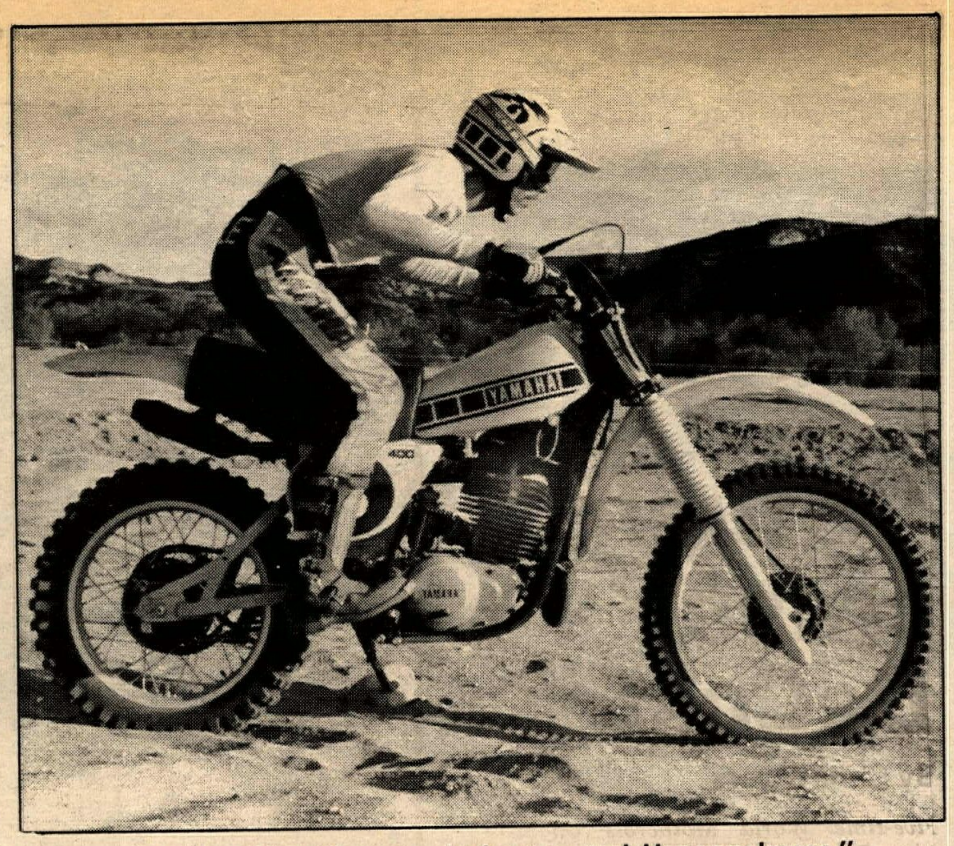
Results

250cc; 1. Bob Hannah 1,1 (Yam). 2. Frank Stacy 2-2 (Pen). 3. John Calathes 4,4 (Mai). 4. Monte McCoy 6, 3 (Yam). 5. Mark Robillard 5,10 (Yam). 6. Stephan Rhyan 10,7 (KTM). 7. Gary Pustelak 7,13 (Mai). 8. Marty Moates 3,20 (Hus). 9. David Boles 17,6 (Mai). 10. Kirk Bigelow 6,5 (Yam). 11. Tim Welker 13,11 (Suz). 12. Tod Perkins 12,12 (Yam). 13. Don Kudalski -,5 (H-D). 14. John Savitski 8,18 (Yam). 15. Henry Turner 19,9 (Suz). 16. Ken Zahrt 9,- (C-A). 17. Fred Vertucci 11,- (Suz). 18. Ross Williams -,14 (Mai). 19. Bob Rutter 14,- (Suz). 20. Bob Shoup -,15 (Suz).

125cc CLASS: 1. Kip Pierce 1,1 (Yam). 2. John Reinholt 2,9 (Suz). 3. Mike Guerra 5,2 (Yam). 4. Brian Myerscough 3,10 (Suz). 5. Pat Moroney 8,5 (Suz). 6. Gerald Watson 9,7 (Yam). 7. David Jones 4,14 (Suz). 8. Michael Jones 7,12 (Yam). 9. Clifton Lett 6,15 (Suz). 10. Mark Barnett -,3 (Suz). 11. Randy Kirschbaum 15,8 (Yam). 12. Jimmy Fitzgerald 11,13 (Suz). 13. Anthony Masciarell 17,9 (Suz). 14. Scott Logston 16,10 (Yam). 15. Steve Abt 12,16 (Suz). 16. Steve Martin 10,- (Yam). 17. Greg Toyama -,11 (Yam). 18. Jon Leak 13,- (Suz). 19. Marvin McDaniel 14,- (Yam). 20. Dennis Goodson 19,17 (Suz).

OPEN: 1. John Joyner 3,1 (Yam). 2. Mickey Boone 5,2 (Suz). 3. Tony Summey 4,3 (Yam). 4. Monte Anderson 6,4 (Mai). 5. David Bowman 7,10 (Yam). 6. Don Kudalski 1,- (Yam). 7. John Unteidt 8,13. 8. Gary Pustelak 2,- (Mai). 9. Frank Gallo 14,7 (KTM). 10. Frank Thomas 17,6 (Yam). 11. James Edwards 13,12 (Yam). 12. Daniel Waller -,5 (Mai). 13. Tony Dradsmen 12,15 (Bul). 14. Alan Pizzino 10,17 (Yam). 15. Barry Higgins -,9 (Mai). 16. Bob Collie 8,- (Yam). 17. Wemyss Scott 11,- (Mai). 18. Keith Mann -,13 (Mai). 19. Terry Martz -,14 (Mai). 20. Gary Casper 16,19 (Suz).

"This is the wrong stance for rough tracks. Never sit down."



"The crouched position gives you the best control. Use your knees."

"Always keep the gas on. Drag the rear brake to control wheel hop."

"Mud requires a different technique. Don't fight it, but stay loose."

How to ride like the Hurricane — Part six

Bumps, rough stuff, out of shape and saving it

By Bob Hannah as told to Jim Gianatsis

"It's important to have a good riding style if you expect to get across whoops and bumps at any kind of speed without getting killed. The worst thing you can do is sit down on the bike, especially up towards the front by the tank, and have your back straight up and down.

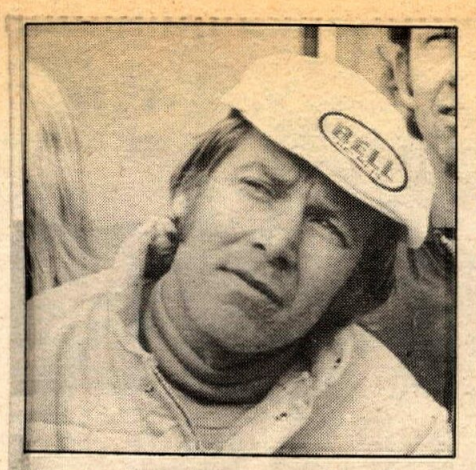
"I stand up all the time. I stand up and crouch over the front of the bike, keeping my knees slightly bent all the time. If you let the bike work around underneath you, you'll find it's really smooth. Keep your knees up tight on the tank. That's how you control the movement and direction of the bike underneath you, is with your knees. It kinda feels like you're swinging your hips on a pivot as the bike dances around. You really won't be using the handlebars hardly at all, but just controlling everything with your knees. Don't forget about balancing yourself on the footpegs with your toes and not the instep of your foot.

"Once you have the proper style for handling the bumps, learning how to control the throttle and picking your way over a rough section becomes much easier. Of course you should try and find smooth lines during practice, but usually the fastest line during a race is full throttle right up the middle of the track. Everybody usually avoids the middle and that's why it ends up the best line. Also, if you can go faster than anyone else your rhythm will be much smoother than the rhythm of the bumps.

"The one thing to remember is to keep the gas on. And even if you get out of shape, the only thing that can save you is the gas. If the bike gets a little crooked, keep the gas on, but tap the rear brake and the bike will straighten right up.

"If the bike is really out of shape you can either bail off or turn the throttle wide open. That's what I do: Turn the throttle wide open. Then as the back end is kicking around and touches ground at some point, the rear wheel will break loose and straighten the bike up. You have to have the throttle wide open though, and you have to be holding onto the handlebars as tight as you can. Keep your knees tight on the tank as well; you can't sit on the bike loose. It sounds scary, but I get out of shape all the time and that's how I save it. Sometimes I'm hanging off the bike, but that's how I save it and I haven't been pitched off yet." ●

(Next Week: Passing other riders.)



"Stupid crash" - DeCoster

By Chris Myers

Five-time World Motocross Champion Roger DeCoster, in a Belgium hospital recovering from his pratice crash, spoke exclusively to Chris Myers of England's Motor Cycle on February 17, just days after his near fatal accident. This was the first interview he granted following the incident.

"It was just a stupid crash. I wasn't even going fast," said Roger in Belgium on Friday.

"I hit a tree and I could feel something explode inside me. I was losing blood really fast and I thought I would die. The blood was coming out so fast that when I got to the hospital they couldn't pump it in fast enough. They gave me six litres, I was nearly empty.

"When they operated, they took out my spleen and did some other things inside."

DeCoster said he felt "pretty good considering all that has happened to me" and expected to be in the Hartkliniek for a further two weeks or so.

"Within two months I hope I can do some exercises and things."

Would he be able to race again this year?" "I think so." In Grand Prix? "Yes, I don't see why not."

Doctors said at first that they doubted you would ride again this year, let alone be back into top competition. "I was pretty bad. But the doctor says now he is surprised at the speed of my recovery."

How will this crash affect his announcement earlier this month that he would retire if he won the World Championship or if he lost it badly?" I really don't know. I don't think about that. Even the doctors aren't sure about the immediate future so far as racing is concerned. I have been through a lot and I'm grateful for getting through it."

How about his wife Laurie? "Oh, she was pretty worried first of all of course, just after it happened and for the first couple of days. But now she knows I'm going to be alright and she's just looking after our child. She's fine now."

Was there something wrong with his bike? "I have been trying different types of shocks. I was riding round and I just fell off and the tree just happened to be there. The bike didn't hit the tree or anything, but I hit it with my chest.

"I was practicing with Sylvain Geboers and he picked me up and brought me back on the track, and he took me straight to the doctor. After the doctor we went to the hospital. The bike just sort of jumped and I fell off. It was just a stupid crash."

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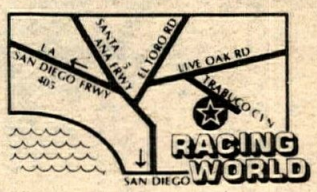

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I did not mention Yamaha, Harley Davidson, Bultaco or Ossa because we already know they are proven winners. Any of these 8 engines are ready and willing to win a National Championship. What I am trying to say is – let's get to work. I for one am tired of seeing 1 or 2 brands win every time, aren't you? If I left out your brand, don't despair, there are 4 more just as good as those noted.

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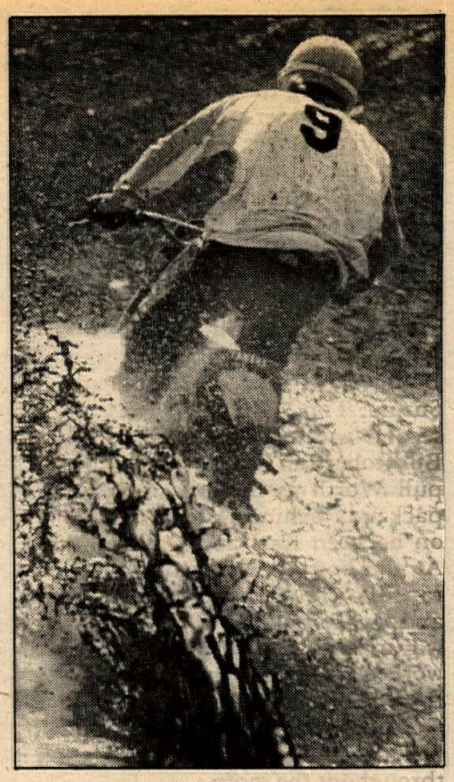

(Above) Kolbe's Greg Robertson leads the 250cc Pros on his way to the overall win. Randy Losh (93) heads up the pursuit. (Below) "Arrrggh! There's steam in that mudhole."

(Above) Open Pro Phil Hagen parts the water enroute to a fifth-place finish. (Below) Sixth-place Open Pro Andy Jannings scrambles after a competitor.

PHOTOS BY LEE TAYLOR

Robertson, Worth, Clark clean up AME Mountain High MX

By Lee Taylor

FRESNO, CA, FEB. 26

Close to 100 of the top state and National Pros met on Mountain High International in the Sierras for American Motocross Enterprises' $3,000 purse race. What they found was a track rough and tough enough for any mountain man. Several creeks honeycombed the track, creating a challenging straight right after the first turn, laced with mud-covered whoop-de-doos, affectionately dubbed "Swamp Alley." The creeks continued to wind throughout the course, creating a myriad of water crossings. From creek beds to dusty turns, a ski-jump downhill to tight, narrow corners, Mountain High provided high challenge. Greg Robertson (C-A) wrapped up the overall win in the 250cc Pro class. Tim Worth (Suz) took the 125cc Pro win with a consistent 2-2 ride and Terry Clark, on a Maico, dominated the Open class for the win.

At the start of the 250cc Pro's first moto, Robertson, straddling a Can-Am, and Randy Losh on a Maico, took on the first turn and made their way through "Swamp Alley" as the pack behind them picked their way up out of the mud. Still side by side, they made their turn uphill and Robertson took over, setting up the lead that he was to hold throughout the 40-minute moto. Mike Wickersham and Darrell Shultz, both Maico-mounted, dueled hard for third. Another battle for fifth was being staged by Jay Haroutunian and Jim Lesniewski. Yamaha rider Tony Wanket was flying and made a move into third that held throughout the moto. Losh, in trouble, was dropping back and Parry Klassen took over second.

As the moto drew to an end, Robertson was still in command, Klassen was holding second and Wanket retained third.

The second time around, Robertson drew the holeshot with Wickersham in second and Klassen holding third. Robertson pulled a strong lead as Wickersham and Klassen continued their duel for second, with Jim Ellis riding herd on both of them. Klassen kept the pressure on and by the halfway mark was solid in second. Klassen set out after Robertson and was only five seconds behind when he

lost his left footpeg and had to ride out the remainder of the race on his side case, showing the skill that made him a National rider. Wanket was closing fast and took over second.

On the white flag lap, Wanket edged by Robertson for the moto win. Robertson had the top points total for the overall win, Wanket took second, and third went to Klassen.

When the 125cc Pros left the gate and hit the first turn, Tim Locey and Jeff Stubblefield went down, watching Bobby Jones take over the lead on a Suzuki. Tim Worth (Suz) was running second with Scott Karl in third and Bill Robertson fourth. Jones started to pull Worth as both of them left the pack way behind. Heavy dicing went on between Karl and Danny Turner. At the bottom of the downhill Jones ran into trouble with a seized engine and had to pull out of the race. Locey was making up for lost time and had worked his way up into third. Turner, fresh from his division win in the Golden State Series, was moving up fast and took over the lead, holding it throughout the moto.

Coming in for the checkered flag were Turner in the lead, Worth second and Locey in third.

When the pack set out for the second time, Mike Brown, one of the youngest on the track, pulled a spectacular holeshot and rocketed out in front. He had Worth in second and a tight battle on his hands trying to hold him back. These two covered much of the first lap side by side, inches apart. A battle for third was taking place with riders hitting the downhill three abreast. Emerging in third was Danny Thompson. When Turner moved up, the fight for third was heavy. Brown was starting to pull Worth, and when trapped by a lapped rider, Worth continued to lose ground. By the time he broke away, Brown was way out in front.

As the checkered flag came out Brown took the moto win with Worth holding second and Mike Marquess (Hus) in third. The overall ride for the class went to Worth, Mike Marquess took second and third went to Brown.

When the Open class took off, Bob Marino led the pack, showing the style he had at Helvetia. He pulled Worth (Mai) behind him. Worth finally took over and Terry Clark came up fast on his Cole Bros. Maico. It was hot and heavy for the first three riders, all within grasp of the lead. Clark moved by Marino and was closing rapidly on Worth. The Worth-Clark duel continued until Worth went down.

Clark held the lead down to the wire with Marino in second and Darrell Shultz now up in third.

The second time around, Shultz led off the line with Marino close in second and Clark third. Andy Jannings held fourth. Clark took over second as Shultz began to draw a lead for himself. Jannings took over third and held on until Klassen took over.

At the halfway mark Shultz was still in command with Clark closing ground.

Heading in for the checkered flag, Shultz took the moto win and Clark took second, giving him top money for the class. Shultz took home second place money and Marino, who had such a strong ride, took third for the moto as well as the overall. ●

Results

OPEN PRO: 1. Terry Clark (Mai). 2. Darrell Shultz (Mai). 3. Bob Marino (Yam). 4. Parry Klassen (Mai). 5. Phil Hagen (Yam). 6. Andy Jannings (Mai). 7. Scott Caveness (Suz). 8. John Miller (Mai). 9. Chuck Langarone (Mai). 10. Phil Taylor (Suz).

250 PRO: 1. Greg Robertson (C-A). 2. Tony Wanket (Yam). 3. Parry Klassen (Mai). 4. Randy Losh (Mai). 5. Mike Wickersham (Mai). 6. John Atwood (Mai). 7. Nick Hale (Mai). 8. Jay Haroutunian (Suz). 9. Jim Ellis (Suz). 10. Ernie Hendricks (Mai).

125 PRO: 1. Tim Worth (Suz). 2. Mike Marquess (Hus). 3. Mike Brown (Suz). 4. Danny Thompson (Suz). 5. Tim Locey (Suz). 6. Dan Turner (Yam). 7. Scott Karl (Suz). 8. Kurt Sofka (Suz). 9. Gene Manhire (Suz). 10. Charles Holcomb (Hus).

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January 3, 1978

Dear Dealer:

Harley-Davidson motorcycles built after January 1, 1978 must meet Federal EPA and California emissions standards. Changes to meet the standards result in better, smoother performance as well as lower emissions. The changes include:

*A new high-capacity air cleaner
*A new carburetor with tighter quality control, high and low idle feature, and an improved choke mechanism
*Transistorized, breakerless ignition system
*Closed crankcase breather system

We would like to caution you, however, that it will be *illegal* to make certain modifications to emissions certified vehicles.

Section 203 (a) (3) (A) of the Clean Air Act prohibits:

"any person to remove or render inoperative any device or element of design installed on or in a motor vehicle or motor vehicle engine in compliance with regulations under this title prior to its sale and delivery to the ultimate purchaser, or for any manufacturer or dealer knowingly to remove or render inoperative any such device or element of design after such sale and delivery to the ultimate purchaser; or

"(B) for any person engaged in the business of repairing, servicing, selling, leasing, or trading of motor vehicles or motor vehicle engines, knowingly to remove or render inoperative any device or element of design installed on or in a motor vehicle or motor vehicle engine in compliance with regulations under this title following its sale and delivery to the ultimate purchaser."

The Clean Air Act establishes penalties of up to $10,000 for *each* violation by a dealer and up to $2,500 for *each* violation by independent mechanics, speed shops, etc. Section 205 reads:

"Any manufacturer, dealer or other person who violates paragraph (3) (A) of section 203 (a) shall be subject to a civil penalty of not more then $10,000. Any person who violates paragraph (3) (B) of section 203 (a) shall be subject to a civil penalty of not more than $2,500. Any such violation with respect to paragraph (1), (3) or (4) of section 203 (a) shall constitute a separate offense with respect to each motor vehicle or motor vehicle engine."

The "devices or elements of design" (emissions related components) include basic engine components such as the pistons, cylinders, cylinder heads, valves, cams, intake manifold and carburetor. They also include the air cleaner, exhaust pipes and mufflers. Modifications to these components may be considered as "Tampering" and could constitute a violation of the Clean Air Act.

The Clean Air Act does not prohibit repairs to motorcycles. However, adjustments, repairs, or replacements must not result in significant (out of specification) changes to any emissions related components. In general, any adjustments, repairs or replacements to emissions related components described in Harley-Davidson service or maintenance literature can be considered to be in compliance with the Clean Air Act. Adjustments, repairs or replacements not covered in Harley-Davidson literature should be approached with caution.

These regulations do not apply to motorcycles built before January 1, 1978. But you should be aware that it may now be illegal for you or your employees to make modifications on the motorcycles built after January 1, 1978. It is expected that the EPA Enforcement group will be actively searching for instances of "Tampering" and we urge you to become thoroughly familiar with the Clean Air Act so as not to unwittingly place yourself in the position of violating any of its provisions.

Sincerely,

JOHN A. DAVIDSON
President

Another "Less than tolerant viewpoint"

By Lane Campbell

It's Panic City in Hawg-land. You see, during January, Harley-Davidson dealers began receiving copies of a letter, signed by John Davidson, that began, "Harley-Davidson motorcycles built after January 1, 1978 must meet Federal EPA and California emissions standards...". Truer words were never spoken. In fact, everybody's motorcycle built after January 1 must meet those standards, if it is to be used on the road.

H-D goes on to cite the carburetor, air cleaner, breakerless ignition and crankcase breathing changes they've cranked into their venerable design to meet the current standards. The firm then cautions dealers that it will be illegal to make certain modifications to the new emissions-certified bikes. They even cite chapter and verse of the Clean Air Act.

It's all true. According to federal law, it is a violation (called tampering) to "knowingly remove or render inoperative" an emissions control device, design or system. Further, any dealer caught doing it can be slapped with a $10,000 fine for each violation. (Thankfully, the bike's owner is not subject to this provision. The worse you can get hit with is a fix-it ticket if your bike ever flunks an "emission test" — something the bureaucrats haven't got figured out how to do yet.)

However, the H-D letter doesn't stop there. The law refers to "elements of design" or emissions-related engine parts. Harley-Davidson has spelled out what those are: pistons, cylinders, cams, heads, valves, intake manifold, carburetor, exhaust and mufflers. "Modifications to these components," says the letter, "may be considered as tampering and could constitute a violation...". The key word, here, is "may."

The typical dealer reads the letter, and he says to himself, "Jeez, if I put Alphabet headers and a Mikuni carb on one of those '78s, I could lose my shirt." So he calls up his friendly local trick parts supplier and starts cancelling orders. Ah, needless to say, the trick parts suppliers are none too happy about this.

What's happening here? Is this another "less than tolerant viewpoint" from Harley-Davidson"? More to the point, can any motorcycle builder use the Clean Air Act to force dealers to use only stock, factory-supplied parts on their motorcycle?

The answer to that last question is "no". You see, the H-D letter did not quote the paragraph in the Clean Air Act that says (in effect) "Nothing in this law says you must use OEM (original equipment manufacturer) parts in repair or replacement"; or the one that says nobody can make the use of such standard parts a condition of warranty.

The politicians and the bureaucrats didn't write those provisions into the law out of love for trick parts builders. They did so because without those provisions, the whole Clear Air Act might have been overturned as unconstitutional. Why? Because these provisions are in there to prevent "restraint of trade", which is illegal under other, older federal laws. And if one law conflicts with another, then it's usually the newer law that gets canned.

Hence the wording. It means that aftermarket and modified parts have a kind of anti-monopoly protection against unfair competition; although they must (under other parts of the law) not make the bike's exhaust any dirtier than it was when stock.

Does all this mean that Harley-Davidson's letter to the dealers was illegal? Not really, according to MIC President Alan Isley, in whose opinion, "It is legally and technically correct...the words are right, even if they only tell one side of the story. (They used "may" and "might" in all the right places.) Isley added that he has written John Davidson, asking that he be a little more fair with the aftermarket in the future.

So, apparently it's an old scenario...Harley pulls a slick trick, sticks it to the modified parts makers, gets knuckles lightly rapped. End of story? Not quite. What's happened here is indeed an old story. Nearly every bike-builder in the business has, at one time or other, tried to badger its dealers into using factory parts in preference over someone else's, without overtly breaking the law. The "less than tolerant viewpoint" is not a H-D exclusive.

What is new, and rather dangerous, is that never has a government action given a factory such a wide-open opportunity to spread panic without breaking the law. Yet this is exactly what federal and state emissions regulations have done.

Moreover, this had not been any harmless snafu. People have lost sales and lost money over this. Who is to blame? Is it Harley-Davidson, for doing what any red-blooded motorcycle factory would do in their place? Or is it the government for saddling us with this mess in the first place?

Is this a sign that these regulations are going to set dealers, parts-makers and factories flailing away at each others? I hope not. ●

Street is Neat

Last week I delved into the world of legalities and bureaucraps, those neat little words that have managed to make a government *of* the people into a government *to* the people. No longer is the government there to help folks live better. Now it is a self-generating entity that does nothing but try to prolong its own existence. Each little nerd in his little troll office has only one task: to preserve his own job.

A couple of years back, one of these little nerds was busy playing with his secretary when a biker rode by his office and the secretary got off his lap and wanted to go ride with the cool dude on his scooter. This ticked the little nerd off so much that he decided to do whatever he could to make the biker look stupid, so he could get his little secretary back on his lap where she belonged.

He busily worked at a bill that would make a biker cover up his face, and even went so far as to try and make seat belts and protective clothing mandatory. Thus, the helmet law was enacted in a small little hole at the base of the Department of Transportation in Washington, D.C.

Little did this nerd know how much bikers would fight for their freedom. He must have forgotten what happened to the guy who came up with mandatory seat belts for car drivers; he's now the licensing clerk in the great northern stretches of Alaska. The people wouldn't go for it.

Neither would bikers go for lid laws. It was unconstitutional, unsafe, and uncool. The last was the crowning blow. I mean, really, can you picture the Fonze looking cool with a helmet on?

The street bikers banded together in groups all over the country. They wrote letters, had rallies and cornered politicians. Then, in one large national protest held on June 29, 1975, they proved once and for all by mass media coverage that the biker was not going to sit still for the discriminatory helmet law.

It was beaten within three months of that date. You see, on that day, almost two and a half years ago the bikers of America scared the hell out of the politicians by proving that they could forget their petty differences and band together when there was a goal. The lid law was the goal, and on June 29, over 100,000 bikers rode to their state capitol buildings all over the country.

Dirt bikers could do it, too, with this stupid land closure that is happening everywhere.

Well, they could do it if they had the incentive. Actually it looks to me like they enjoy seeing their land taken away from them. All they do is turn tail and run.

But what can you expect from a bunch of dirt bike nerds?

Maybe when they grow up and get on street bikes they will learn what the word responsibility means. Until then they will have to go on with their heads up their collective butts, letting the bureaucraps stomp all over 'em.

Dirt bikers. Yuch.

Bob Bitchin

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Bernie Schreiber gets a lot of close scrutiny in one of the sections. Schreiber finished ninth for top American placing.

Yjro Vesterinen began the defense of the World Championship crown he has held the past two years with a win over Martin Lampkin.

World Championship Trials Series - Round One

Vesterinen takes advantage of Lampkin's "gamble"

By Dave Wilcock

ULSTER N. IRELAND, FEB. 11

World trials champion Yrjo Vesterinen is back on course for his third successive title. Conjuring a performance of pure magic on his third and final lap, the 25-year-old Finn came from behind to beat Martin Lampkin at the frozen solid Hurst Cup title opener in Ulster on Saturday.

But it was only a cruel twist of fate that cost Lampkin the victory he seemed to have in the bag after two laps of icy torture on the bitterly cold Clandeboye landscape.

A front wheel puncture on one of the rare occasions that the British Bultaco ace did not carry a spare tube, forced him to a gamble he didn't need. He could ride the final four sections with a flat tyre - or risk losing time penalties while going back to base for a new wheel.

Lampkin decided to press on - and ran up a disastrous string of four consecutive fives. That finished it. Vesterinen seemed to find grip where there was none to be had - and dropped only eight marks in the last four sections, to win by 11.9 marks.

The cold facts that came together afterwards showed that if Lampkin had gone for the wheel, he might have lost 20 minutes - or two marks. And if he had repeated his performances of the first and second laps, he would have lost five, instead of 20 marks on those final sections - enough to win.

"I gambled wrong," he admitted afterwards. "I thought I was riding well enough to get through the last sections okay. But I'm not disappointed with second place."

Though Rob Shepherd, riding from three-quarters distance on the first lap without third gear on the Honda, and Mick Andrews, having his best world title ride in two years followed Lampkin home in third and fourth - it was a disappointing day for the British.

Not least of all for Malcolm Rathmell, whose tenth place made it just four British riders in the top ten.

In conditions that favoured big riders on heavy bikes, Rathmell and the 165 lb. works Suzuki were always struggling, and the former European champion lost more marks after two laps than Vesterinen lost over the full distance.

A last minute about-turn by U.S. champion Marland Whaley cut the strength of the American challenge. Whaley's decision to splash $68,000 dollars on a new house, and then stay at home to look after his latest aquisition, left Bernie Schreiber and Mark Eggar to wave Old Glory.

Ninth place, two championship points and a badly skinned thumb was the reward for Bultaco sponsored Schreiber, whiz-kid of the 1977 World Championship series.

"I've never ridden a trial as icy as this," quipped the 19-year-old Californian, "but it sure is fun."

Eggar, taking two weeks off college where he's studying to become a fire chief, found the going tough, and marks difficult to save. He finished down in 35th spot on a Montesa borrowed from British importer Jim Sandiford.

Lampkin took full advantage of his early number, got the 195 lb. Bultaco moving and led the field by 12 on the first lap, before sections turned to polished ice.

Mick Andrews, arriving in Belfast only hours before the start also made capital of the early going to take second spot ahead of Austrian Jo Wallman, the surprise packet of the first lap leaderboard.

Dr. Peter Kuciuian, designer of the new 320 SWM, was snowbound at Milan airport, unable to see his machine make its world championship debut. But French senior champion Charles Coutard proved the potential of Italy's expensive newcomer, moving from sixth to fifth on the second lap, and holding that position at the finish.

But there was no repeat of last year's Hurst glories for SWM team-mate John Reynolds. Briefly on the leaderboard after the first 24 sections, the young Wetherby rider crashed heavily, bruising his ribs, and never fully recovered.

Nick Jefferies' debut ride with the new CCM ended on the third lap with a broken footrest, bent rear damper and a split tank - a real acid test for Alan Clews' machine.

Earlier, at the end of lap two, Jefferies had wanted to quit, believing that with just an hour of his time left, he wouldn't make it. But officials urged him on.

Mark Eggar found the going tough in the cold and ice on a borrowed bike. He slipped to 35th in the field at the finish.

Occasional glimpses of brilliance from Ulster champion Colin Bell on another SWM warmed the smaller than usual home crowds - and predictably enough, Bell was best of the Irish riders, ahead of Stan Thomas.

But the bulk of the 22 retirements were home ground men, including Tom McBride who drowned his Montesa at Conlig lead mines, and Billy Wightman, whose stomach pains were diagnosed as appendicitis.

Brother Davy, on Terry Boyd's Suzuki, survived a similar soaking, to finish just behind Trevor Callaghan - thanks to some sustinance in a flask provided by Tourist Board officials.

A spinal pain-killing injection helped Dave Thorpe survive the distance without further aggravating his back injury, but after slotting in at 11th on the first lap, the former Hurst winner failed to make an impression.

Swedish champion Ulf Karlsson - the man Vesterinen fears most, rode steadily without being spectacular, and rushed the final lap without stopping to inspect sections.

At the finish, he was only 10 minutes from exclusion for lateness. "The time allowed (five hours plus one hour) was to short," he said.

A spectator stepped in to keep Belgian ace Jean-Marie Lejeune in the running. His Montesa was running rich, but he had lost his own screwdriver en route. A borrowed penknife helped Lejeune to tune his carburetor. ●

Results

1. Y. Vesterinen (Bul) 100.1; 2. M. Lampkin (Bul) 112; 3. R. Shepherd (Hon) 124.7; 4. M. Andrews (Yam) 127.7; 5. C. Coutard (SWM) 151.3; 6. U. Karlsson (Mon) 153; 7. J. Wallman (Bul) 161; 8. J. M. Lejeune (Mon) 163.7; 9. B. Schreiber (Bul) 164.1; 10. M. Rathmell (Suz) 170.3.

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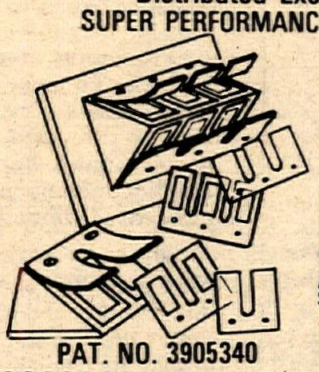

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Bill West

Eight years on the starting line

"What the AMA needs to remember is that the good promoters are business people and that maybe they should think twice about giving a sanction to those that aren't. There are too many guys promoting who have no idea of what they are doing and I think that is one factor that is holding the sport back."

By Gary Van Voorhis

Eight years in the motocross promoting game is a long time. Bill West is well aware of the fact. He was promoting long before the stars of today were ready to think about turning professional; before there was a National Championship; before the present management of the AMA was making decisions affecting the sport.

In short, West has seen the sport grow and has been, in turn, a part of that growth. Eight years ago he kicked off AMA sanctioned motocross at his facility - Sunshine Speedway in St. Petersburg, Florida. At about the same time, the Winter-AMA MX Series was born to give snowbound riders a chance to spend the month of February in Florida getting in shape for the coming season.

Despite his increasing involvement over the years, West has not been able to influence the one area that affects him most: AMA decision making. The only time the AMA will listen is if "you threaten the hell out of them," says West. "Sometimes even that doesn't work. A promoter really has no say in the decisions that affect him.

"The AMA's scheduling of a Supercross event in Seattle, Washington right in the middle of an established motocross series (the Winter-AMA) and limiting riders to contesting only one class in the National Championships are two good examples of the AMA not listening to promoter input."

Bill West has seen a lot of action and change in the past eight years. But none has prompted him to honestly sit back and contemplate the possibility of seeking another way of earning a living. This year will tell the tale.

There is more to the story so sit back, grab a can of your favorite thirst quencher and join in on the conversation.

* * *

"We (the promoters) are being killed with this new rule allowing a rider to compete for the title in only one class. All the stars have chosen to race the 250cc class. There are five promoters who have 500/125cc Nationals who are plain out of luck. I know what I'm talking about -- I've got two!

"My argument with Mr. Mockett and Mr. DiPrete of the AMA is that they (the AMA) have a commodity (the rider) which they sell to the promoter. The promoter, in turn, sells the product to the public. Fans are the ultimate consumer, so the better the AMA packages the commodity and markets it, the more valuable it is.

"Right now we only have four really saleable stars: Weinert, DiStefano, Hannah and Smith. If a promoter has all four at his event, it will sell, if he has only one then it's nip and tuck.

"It's strange. Here the AMA is raising the purses for Nationals (from $8,000) to $10,000 and adding to our overhead while dividing the stars we use to sell tickets. In effect they're giving us less and charging us more.

"The AMA isn't the only one to blame though. If a lot of the promoters would be realistic with the AMA, then maybe they would start paying a little attention to us. The problem is that some promoters brag about how much money they made so most people will think they made a killing. I've never seen the type crowds they talk about. A promoter is only hurting himself when he pads attendance figures to make an event look good.

"Promoting motocross is a damn complicated business. To make money you need to approach it as a business. One big problem is promoters who are not in it as a business. They're either out to make a quick buck - which they won't - or are building monuments to their egos and calling them motocross facilities.

"What the AMA needs to remember is that the good promoters are business people and that maybe they should think twice about giving a sanction to those that aren't. There are too many guys promoting who have no idea of what they are doing and I think that is one factor that is holding the sport back.

* * *

It's said that there is so much motocross going on in the South and the AMA can't get a handle on it. Programs like the new Regional Championship MX Series are really good ideas. But they are going to fall flat on their face if the AMA doesn't get representatives out in the field to spread the word. It's like operating a church. You need missionaries out beating the bushes and telling the promoters 'Hey, this thing will work. We'll help you do this and do that to make it go.'

* * *

"Hey, we've got some high level problems in the racing end of the AMA. The riders have their act together, the promoters, for the most part, do also, but we don't have any leadership. We don't have anybody who will listen to what we're saying. The only way a promoter can have any voice whatsoever is to threaten the hell out of them and then it takes someone with weight like Bill France at Daytona before the AMA takes notice.

"I can darn near guarantee you that if some guy with his act together were down here representing the AMA they could win the war. That's all it would take. Most of the promoters run unsanctioned events because they're not knowledgeable.

"If you think about it, Russ March (a former general manager of the AMA) had the right idea with the field rep program. It's a shame things went sour because he had some very good ideas about exposure. He was promoting his product - the AMA.

"I wish I was in charge of an organization with over 100,000 members, a built in racing program and sponsors like Camel Filter Cigarettes. I don't think the AMA is doing nearly what they could with the potential they've got. I believe they've been dragging their feet. Russ March may have had a few problems and caused a few, but he was on the right track as far as promoting the organization. Every leader since then (1975) has done nothing. They all seem to operate with a don't rock the boat type of philosophy.

"AMA motocross manager Mike DiPrete and I don't agree on promotion and a lot of other things, but when the racing is over we're friends.

"I don't believe that he is as knowledgeable as he should be to make some of the decisions he does. That is one of the reasons I'm disappointed that the AMA doesn't listen to the imput they get.

"DiPrete makes decisions he thinks are good for the sport. Now just who is 'the sport?' Does it mean the promoter, the rider, the industry, the san-

ctioning body or who? His intentions are good, but the saying goes 'the road to hell is paved with good intentions.' DiPrete could very well be gone in six months, but we're (the promoters) going to still be doing business.

"Doug Mockett, as director of Professional racing, is in a position to really do us some good. From outward appearances he is doing what he was hired for. I don't like some of the things he is doing, but then there are a lot of people who don't. I guess it's not so much what he's doing as the way he's doing it.

* * *

"The AMA is still engaging in the operation of pitting the promoter against the rider with them in the middle as good guys. That is not their function. They should be there as a catalyst, as points keepers, as administrators. But not as politicians. The AMA's job should be to tie the rider, the spectator and the promoter together and make it profitable to each.

"I really get disappointed with the riders. They don't realize what is there for them if they'll just grab hold. Very few of the riders understand what exposure in the media can do. The riders come into town and hide from the promoter. I think that is a failure on the AMA's part in a sense. The Class C riders aren't like that. They are more into the show business aspect and understand what is going on.

"A promoter pays the National Champion $200 if he just shows up at the track (The rule requires the rider to pre-enter 30 days or more before the event.) I can't believe that in order to collect that money he doesn't have to make himself available to the promoter for at least a press conference or something.

"There are lots of things the AMA could do to help the promoter. They could put together some really good racing footage for TV commercials and make up newspaper slicks for advertising. Remember, that you're dealing with a lot of part time promoters and they need help. They need somebody to come in there and give them a boost. The AMA is selling the promoter a package and they assume that they have guys standing in line for them. They are right in a way, but we have nearly a 50% turn-over rate in National promoters. That rate stems from guys losing their butts on a promotion.

"If I sell you a new car I think it is my obligation to see that it runs good and that you're satisfied with it. If I infer, insinuate or lead you to believe that if you buy a sanction you are going to make money then I should make some effort to make sure you do. You can't just say 'Here it is, you're on your own.'

* * *

"Our Florida (Winter-AMA) Series has been successful for seven years. It was something the AMA could have used - but didn't - as an example to other promoters who thought they couldn't have a successful event and pay the AMA back gate monies.

Now all that work is in jeopardy because the AMA decided they needed a Supercross in Seattle, Washington on February 19. I think we've been treated really shabby.

"In my mind the AMA is playing with dynamite and doesn't even know it. I guess they feel that they don't need a grass roots operation to give the riders an opportunity to get their feet wet; to find out what being a professional is all about. Every organization that is strong has a minor league and a training period; someplace to bring the new guys in and give them a taste of the action and a little recognition.

"I can't believe there couldn't have been a little bit better selection and placement of the Seattle date rather than right in the middle of our series. It doesn't make sense. Everyone that I've talked to is denying who picked the date.

"What is really frustrating is that I was told by Mike DiPrete last year that the AMA might put a stadium event against the Florida Series and I began fighting that idea. I lost, of course. It was almost as if they work on the idea of 'Don't confuse me with the facts, my mind is already made up.'

"The AMA was totally deaf to all our pleas. We sent them a letter with a tally from last year's referee reports which showed we sent over $17,000 from insurance, back gate, sanction fees and other monies to the AMA. We had over 200 pro riders at every event and 200 plus mechanics. We also averaged 400 riders per event from our amateur portion of the series. We signed up over 200 new members and a number of new professional licenses.

"That is what the AMA needs. - a grass roots operation that brings in both money and new members. Yet all our work was for nothing since it didn't seem to make any difference to the AMA.

It would have been easy to run the series without an AMA sanction. But the problem is that to split off would not accomplish our goals. There are people in this who have worked seven years to make the series what it is today. Going non-sanctioned might have been the route to the quickest dollar, but I think in the long run the whole sport would have suffered.

"What is really bad is that people who make decisions about things like this don't even have a piece of the long range action. They've been at the AMA for maybe two or three years. Maybe they won't be there tomorrow or the next day - - but we will.

"Another thing to understand is that by sanctioning the Seattle event, the AMA gave the CMC (Continental Moto-sports Club) our stars gift wrapped for their winter series. We drew our strength from being able to lead into a major event. Now the CMC got one dumped in their laps and took advantage of it. Hell, the AMA gave them a present and won't get a dime in return.

"You know something? When I told DiPrete about this he said he didn't blame the riders at all, that he would do the same as they are doing. Damn, we're missing the boat somewhere.

* * *

"I'll tell you what separates the kindling from the firewood. They can sit up there in Westerville all day long and tell the promoters how to put on a race, but until you put your $50,000 on the line you don't really know what is happening. You've got five hours on race day from about 10 a.m. until 2 p.m. to get the people through the gate, get the cars parked, get the spectators around the track and get the program going so you can get back your $50,000 investment plus make a little profit. Until you've done that, all those theories and talking about what you'd do with other people's money aren't worth a damn." ●

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Desert Hotline

PHOTO BY GARY LAUDIG

Kevin Hasten, getting back into racing, took second at the Boobie Run.

Roeseler rolls on at Brush Busters Boobie Run

By Gary Laudig

LUCERNE VALLEY, CA, FEB. 26

Overcoming an injured shoulder and a pressing motion picture schedule, Larry Roeseler powered his OR 390 Husqvarna to another victory at the AMA D-37 hare and hound held by the Brush Busters M.C.

After the sky diver's parachute furled to the ground, the banner dropped, kicking off the sixth annual Brush Busters "Bust Out Hare and Hound." The racers headed up the valley toward the famous "tank slapper" wash. Roeseler cruised through the nasty bike swallowing whoops in the lead with Brad Henson about 20 yards back. You could almost feel Hanson's excitement having Roeseler in view. "I know you are the best," Henson was thinking, "but I'm fast and I have one more gear than you do Larry, so don't make any mistakes."

Bill Saltzman was the next bike, then came Kevin Hasten, E12, and then the mishap. Ron Bebo got sideways in the deep whoops. Shooting across the wash, Ron intercepted Bob Gilbert's line of flight and Gilbert bit the dust.

The bouncing continued for another mile then the racers cleared the wash to the right. Gary "Hawkeye" Charters, running first "C" Expert on a Suzuki with about three inches of suspension travel, kept his lead on first Amateur Lee Scheffers. Right behind Lee was Ed Zarp, riding the first of two flats, and having trouble keeping ahead of Maico-mounted Bill Becker.

In the second wash, a tight one, Downhill Alexander moved up five positions, edging out Scheffers for sixth overall. Bill Friant passed Dick Camp and John Watkins, setting his sights on Bill Becker. Heading for the powerline road Paul Christensen made up 16 positions and was still moving because he didn't know John Prater and Marc Cartwright were having problems back in the pack.

By this time Roeseler, Henson and Kevin Hasten were through the roller section and heading back behind the red mountain up the long road-wash. Larry started opening up a marginal lead on the next two racers as the "Tire Demon" nailed Henson's front and made life miserable for the 250cc ace.

Charlie Hamill took advantage of Charters' suspension plight and powered his Yamaha into the lead along with Jeff Kaplan and Jody Belknap. The number one enduro girl, Diane Blauer, was holding down first overall girl on her KTM

Roeseler cleared the flatlands and was heading for the pits on a trail paralleling Camp Rock Road. "Joltin'" Joe Lockhart had the Trailbike lead and intended to keep it. Kev Hopkins and Kenny Dodd wanted the lead, but the new element this week, dust, made the passing quite a job. Bill Tarling had to gas it as fast-moving Bob West had his 250cc Ossa on Tarling's fender as snug as a JT stickie.

Terry Davis, Steve Eckardt and Ron Hill worked their bikes through the flat, tabletop-like rock and sand section heading for bedrock. The "Rockhead" of the day coming out of this area was the Sheriff's truck riding backwards on the course, scattering riders all over the desert. Ron Danby, Warren Goodman and Ed Whiteside passed the idiot and got back to serious racing.

James Vincent gassed his Husky across the pucker infested flats, while Dave Matus and Jack Froelich zigged their way through the scattered lava flats. "Fast Buck" Lewellyn, Allen Johnson and Ron Hubbard navigated the switchbacks past the burned out building.

Making up for a disaster similar to Bob Gilbert's, Francis Christensen was following Charlie Goodban through the virgin up and down tricky stuff. Tim Fagg and Dave Woolmore dove into the new wash almost simulanteously. Rouding the turn Ken Maw, Warren Cooper and Steve Spragle went through the gears enjoying the wash immensely. Pete Kapko, Pat Ferris and Paul Krause soon discovered the new wash was narrowing. Before panic set in, arrows headed the racers up the right bank into flat, windy terrain. Ron Mulligan, Harry Cantrall, George Stoffel and Howard Markham, all Seniors, followed the course up the bank and on toward Bessemer Mine Road. By now Roeseler was flying through the rollers by the rockpile. Sheila Hopkins was steadily pulling away from June Elias, Sue Hall and Kathy Campbell, but couldn't close the gap on Diane Blauer.

Kevin Hasten had passed Brad Henson for second overall, Bill Saltzman and "Downhill" Alexander were gaining. Charlie Hamill was in sixth spot as the course picked up the wash above the campground. Roeseler cleared the wash, shot across the flat field leading into the base of Mayes Mountain. Ridge-running for about a mile, the course headed down Cardiac downhill; steep with a left-hand turn at the bottom. Taking the checkered flag Larry racked up his third overall win. Alexander passed Henson on the last downhill for first 250cc Expert.

Novices

Ed Walters, tired of being the Hound, decided to be the "Chasee" for a change. Passing Jim Rother and N2, Ed wasted no time in opening up a good lead. Steve Brookshire, Steve Priestly and Eric Hanson were glad to be out of "Tankslapper" wash and heading down some reasonable trail. Tenth overall spot was Mr. Craig Weaver, first white plate Beginner, 378c was second, Tim Jasper third. Cliff Thomas was first trail but way back in the dust for a change.

Charging out of the second wash, Stewart Gerns was breaking trail due to Mike Kemberling and Bill Whalen's dust. Paul Walters beat Jack Haley and Gary White to the first set of day-glo's guarding the rollers, Ned Pritchard and Wayne Collins were already in them.

Rounding the red mountain, Matt Bishop and Tom Tusko had a drag race up the long road-wash section. Bob Jones tried several times to pass Jeff Gifford in the high pucker area but the C biker wouldn't give. Walters, Brookshire and Rother were heading home along the side of Camp Rock Road.

Heading out on loop two, Ken Oviatt and Dan Ashcraft started their move toward the front as the course crossed the rollers. Heading into the new stuff Charlie Watters chased Chris Harris as the two racers hit the neat jump behind Mayes Mountain. Clearing Bedrock, the racers headed into the flat rock and sand area. Jim Burke and Dave Jones hadn't seen anything like this before. Ed Walters was at the "'38 Dodge" when stranger Gregg Pagan wound his way past the burnt out building. Gregg was trying to get past Wayne Langner and Jan Morrison.

Walters downshifted one gear and gassed his Open bike up the trail leading to the top of Mayes Mountain. Catching glimpses of the finish line below, the young ace finally made the right-hand turn, taking him down the spooky downhill into the swarm of fans at the finishline.

The course was a mixture of new and old, the finishing pin a classic as usual. The determination trophy winners are Brad Henson and Hawkeye Charters. Henson lost first 250cc on the downhill after riding the whole second loop with a front flat. Charters rode the whole second loop with no left footpeg.

Next week is Lisa Christensen Memorial motocross at DeAnza. Hope to see ya there.

Results in Results Section.

Balentine takes CRC EuroScrams

By Jerry G. Welton

STODDARD WELLS, CA, FEB. 26

In spite of a weak start, Bob Balentine, with the aide of his 400cc KTM, came on for a strong finish at CRC European Scrambles in Stoddard Wells.

As the Expert and Amateur race got underway, it appeared as though Wayne Allen (400 Yam) and Morgan Malocco had the hot trails. When the bomb run turned left and headed for a small canyon, Allen made a wide, slow, sweeping turn which allowed Malocco to grab the lead. Allen quickly took a line for the canyon as did Kent Perkins (390 Hus), Tom Kelly (400 KTM) John Foster (175 Yam) and Chuck Miller (175 Yam).

As the course took off through some rollers and towards the deep washboard canyon Balentine had already begun moving up from 15th and was in the process of picking off riders one by one.

Kelly got past Malocco in the canyon as did Allen and eventually Balentine. If you could find anything that resembles a line in this canyon you had an edge over everyone.

As the course popped up and out of the canyon, Kelly had a good lead with Balentine, Allen, and Malocco a short distance behind.

The course dropped in to a rocky

roller section past a shot-up car body and toward a wide road crossing. It was in this section that Kelly got off extremely hard and, besides getting dazed and confused, he injured his hand. This was an unfortunate way for Tom to send his ride for the day.

With Balentine now in the lead, there was no stopping him. Running through some more rollers and then onto a highline road, Balentine increased his lead over Allen. After leaving the roads the course led into yet more rollers and back into the pits.

Allen was through the pits in second, just ahead of Malocco. Running fourth at this time was lightweight ace John Foster. Foster and his Fairway Yamaha were running very well with a slight edge over Amateur Mark Force (400 Yam) and Chuck Miller, also an Amateur.

Malocco really began to apply pressure to Allen as they entered the canyon and about halfway up Malocco slipped past for good.

At the completion of the second lap there were no drastic changes but Miller did move past Force.

On the third lap Balentine stopped to check on Kelly's condition. After a couple of brief minutes Bob set sail for his fourth and final go around.

Miller dropped out on the third loop with Brian Bennett (400 KTM) and Mike Johnston (250 KTM) moving up and into the scene.

When the checkered flag dropped, it was Balentine with quite a lead and a strong finish. This makes it three out of the last three for Bob.

A few minutes later Malocco maneuvered his Fairway Yamaha down the last hill to receive the checkered flag as did Allen. Finishing fourth was Bennett with Johnston right behind him on a borrowed bike. Foster finished first small bike and sixth overall, while Force sucked up first Amateur. Doug Beisner's Valerian Cycle Suzuki kept him going for another one of his consistent finishes. Riding his first race as a Junior/Senior, Monte Lee never missed a beat as his Baker-Krause Yamaha picked up the class win and ninth overall. Rounding out the top 10 was Mike Mulconery (400 KTM).

Bob Rundquist (175 Yam) was the Lightweight Amateur victor despite stretched spokes and a flat tire. Amateur Ed Waldheim and his brand new 400 IT proved to be the winning combination in the Open Junior/Senior class.

In the 250cc Novice and Beginner race Jeff Heth led the first lap with Sodbuster Brett Cushing (Hus) supplying plenty of pressure, but both riders failed to come around on lap two. This moved Jeff Cannon (Hus) and Larry Spaeth (Yam) with the first two positions with Beginner Bob Schroeder (Suz) running third.

At the finish on the completion of the third loop, Cannon and Spaeth were uncontested for first and second with Grant Cobert and his Montclair Yamaha moving in for third. Schroeder was first Beginner with Brian Diulio eighth overall and second in class.

First woman was Steve's Bultaco rider Lori Farmer who led her class from start to finish and second was Jolene Payne and her Cycle Products West KTM.

PHOTO BY JERRY G. WELTON

This is the view the CRC competition got of Bob Balentine.

Open Novices and Beginners were led from start to finish by Mike Coppello (Yam) with Ron Nelson (Yam) doing the same for second. Greg Holman kept it all together for the Beginner win.

Cycle Products West rider Chris Cord led the first lap of the Novice and Beginner Junior/Senior class race but could not hold off the hard charge of Brad Terpak (400 Yam) who took the lead on the second lap and held it for the duration. Richard Brownell (400 Yam) was third. Larry Robidoux (370 Suz) took first Beginner in this event. Lorne Crawford (175 Yam) led the charge off the line but got off hard. After regaining his scruples he continued on to finish sixth.

In the Mini class, Mark Heth (80 Yam) had a huge lead over fellow competitors Gary Curtis (Suz) and Bill Mattox (Yam) for the class win.

Results in Results Section. ●

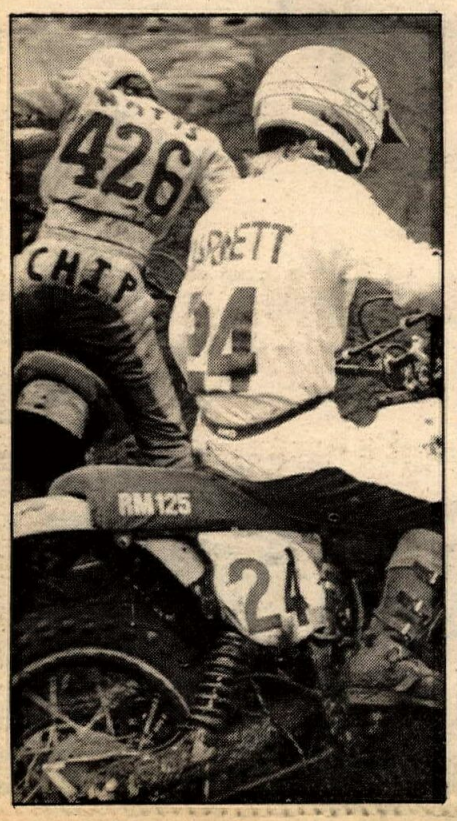
PHOTOS BY JIM GIANATSIS

Put the hammer down. Mickey Boone (19), John Joyner (57), Barry Higgins (474) and Don Kudalski (49) get the gas on as the second Open class moto slithers through the soggy black sand at Jacksonville. Kudalski ran away from everyone for his third overall victory.

The 8th Annual Florida Winter-AMA Motocross Series - Round Three

Kudalski makes history

125cc class winner Mark Barnett carefully picks his line around Chip Watts.



By Jim Gianatsis

JACKSONVILLE, FL, FEB. 19

After years of trying, Harley-Davidson finally recorded their name at the top of a score sheet in National caliber motocross. The rider that put them there in race number three of the MXL sponsored Florida Winter-AMA Series held at Action Park Motocross was none other than the "Killer," Florida's Don Kudalski. Don used the day to continue his domination of the Open class with his Gordon Rainbow tuned Yamaha for the third week in a row, and also entered the 250cc class in a test ride to determine if he should sign on with Harley as their only factory motocross rider. When Don walked off with the 250cc class as well on the Tom Volin prepared CR 250, the contracts were ready to be signed.

Kudalski's Harley ride came about after Mickey Boone turned down his supposedly lucrative sponsorship with the Milwaukee firm at the first race of the Florida Series because the bike "...just wasn't competitive." While Don obviously thought it was, Mickey turned up at the races this weekend with a van load of new RM production Suzukis and word was that he had picked up Suzuki B Team support for the coming season. Marty Moates also revealed that he had picked up sponsorship from LOP to campaign LOP modified Suzukis in the Supercross Series and 125cc Nationals.

Rain had saturated the soil at Action Motocross Park, turning the track surface into one of the strangest ever seen in motocross. The solid black, sticky sand was like wet, shredded foam rubber, building tricky berms and ruts that recoiled and flexed every time a rider got near.

125cc Professional

For the third week in a row 17-year-old Mark Barnett wheeled his Mark Johnson wrenched production Team Suzuki RM Type II to victory circle for certain victory in the Series championship. But it was hardly an easy ride.

"I crashed three times in that last moto," moaned Mark as he rubbed his sore fanny. In the opening moto, though, he had it simple enough.

Hammering away at his shifter Mark swooped out his first holeshot of the day ahead of Bill Joyce, Pat Moroney, Kippy Pierce and FMF's Gregg Toyama. Quickly the pressure slackened as Yamaha support rider Pierce highsided his bike over a rubber berm and dived into one of the track's three-foot-deep infield ponds. Bill Joyce's luck wasn't much better as the berms knocked off his exhaust pipe on the second lap as he tried to shorten the distance on Barnett. Soon Pat Moroney was the only rider left in Mark's wake, but Pat was being left behind by Mark as Mike Guerra closed up and took over second spot. Part of the problem was that Moroney kept pitching his chain.

Kippy Pierce was making up for lost time spent in the drink and worked his way all the way up from the back of the pack to spectacularly pass both Toyama and Moroney on the last lap for third place. Georgia's Johnny Borders collected sixth.

The second moto needed a restart after everyone jumped the flagman (the starting gate was buried under two feet of mud).

On the restart it was Barnett out front again, tailed by Guerra, Pierce, Moroney. Joyce and Toyama. The second lap saw Guerra make a bid to get around Barnett and succeed to become the only rider to pass Mark in the series, but a fall one lap later turned the lead back over to Barnett. Guerra remounted and tried to hold onto his second spot as Pierce reeled-in from behind and the two began twisting handlebars together at the midway point in the race. At one point Pierce got by, but only managed to get pitched over the bars of his Yamaha for the effort when he tried to pull his pass off on a rough whoop-de section. The top three positions finished out the same as the first moto.

250cc Professional

The 250cc class has definitely been the hottest of the series, and this week the presence of Kudalski on the Harley just added more spice to the banquet.

Monte McCoy holeshot the first round with his Yamaha as the track's deep ruts played havoc with nearly everyone, including McCoy who got pitched before he ever completed the first lap and Frank Stacy who jammed his Moto-X Fox/Penton in a rut and lost half a lap working it loose.

When McCoy got left behind, Can-Am's Kenny Zahrt wheelied his Tom Halverson-prepared machine into the lead. Kudalski recovered from a mid-pack start to move right up behind Zahrt at the 10-minute mark. Don was anxious to put himself into the lead and dove inside of Kenny in a bermed turn, trying to push the Can-Am over the top, but Kenny and the berm held their ground and Kudalski didn't. Picking himself back up off the ground, Kudalski set back out in pursuit of Zahrt and caught him quickly, but this time the two orange bikes followed each other for two laps as Don waited for Zahrt to boggle before trying to squeeze by again.

When Kenny tripped up in a tight berm, Don was past in a flash with the lead, but then Zahrt bashed right back inside of Kudalski at the next turn and took the lead back, then Kudalski took it back again in the following turn as he bashed into Zahrt and Kenny nearly bunced off the bike with a flying "W."

This went on for an entire lap before Don stuck the Harley in a rut and it looked like Kenny would pull away with a clear shot at the win, but just as Ken passed Don in the rut, Kenny's Can-Am suffered a loose electrical connection that brought him to a quick halt within sight of the checkered flag.

The win was Kudalski's as McCoy found himself back in second spot, ahead of John Calathes, Mickey Kessler, Frank Stacy and Mark Robillard who had all battled just as excitingly over fourth place the entire moto.

Zahrt pulled the holeshot in the second moto, ahead of McCoy, Moates, Calathes, Stacy, Robillard and Rhyan. Kudalski had been run off the track coming off the line and was having to work himself up from last place.

On the second lap Monte McCoy took a short lived lead away from Zahrt before Monte began a series of get-offs which would leave him sixth for the moto. From lap three to the finish line the second moto belonged to Zahrt as he recorded his first victory of the series.

Having a bang-up battle over second spot were Moates, Kessler, Stacy and Calathes. Kessler was nearly put out of action with a possible broken foot as he nailed a stalled rider with his J&R Yamaha and fell over, though he did finish. Marty Moates put his Husy into second spot at the finish as Kudalski moved into third place with the Harley, good enough for the overall win.

Open Professional

There was no time out between motos, forcing Kudalski to literally jump off the Harley after winning the 250cc class and onto his Yamaha, waiting for him on the starting line of the Open class. Two 30 minute motos back to back on an infamous killer Florida sand track. Now we know why Weinert gave Kudalski his nickname.

Cutting across from the far side of the starting line, Don left his Yamaha pegged as he dived into turn one and cut off the entire pack, building up a 100-yard lead before he got more than two turns down the track.

John Joyner would prove to be Don's only real competition as he reeled in and passed Don on the third lap of the race. It was paint swapping for nearly two laps before Don finally pulled away cleanly with a strong lead that wouldn't be headed again.

Sam Dayton would slip by Joyner both motos to secure second place each time, leaving John with third overall for the day.

After bike problems in the first moto, Joey Gratton, another Florida sand specialist, would slide his Team Maico bike up to fourth spot in round two, ahead of Mickey Boone and Barry Higgins. "Old Man" Higgins, who certainly has to be collecting Social Security by now, took fourth overall after a strong fourth place finish in the opening round to put the kids, most of them more than 10 years his junior, to shame. ISDT and Two-Day star Frank Gallo blew an excellent top ten placing in the first moto when he managed to find the only hole in the track...and a dry one at that...and stick himself there for nearly an entire lap. He'll never live it down since if anyone should have missed it, it was Frank.

Winning the final Open moto was just as much a breeze for Kudalski as winning the first. Pulling into victory circle amid the popping of champagne corks, the Killer hoisted Trim Leathers trophy girl Laura Lee into his arms, gave her a big smack on the lips and declared, "I'm ready to go another moto if you are!" Then in an aside to AMA referee Freddy Ephrem, "Good lookin' guys get good lookin' girls like this all the time, but see how hard us Pollocks have to work at it." ●

Results

125cc: 1. Mark Barnett (Suz) 1-1; 2. Mike Guerra (Yam) 2-2; 3. Kippy Pierce (Yam) 3-3; 4. Pat Moroney (Suz) 5-4; 5. Jeff Hicks (Suz) 7-10; 6. John Grant (Suz) 11-9; 7. John Reinholt (Suz) 8-14; 8. Tim Miller (Suz) 10-13; 9. James Fitzgerald (Suz) 13-11; 10. Rick Lupp (CSM) 9-15; 11. Greg Toyoma (Yam) 4- ; 12. David Jones (Suz) 19-6; 13. John Borders (Suz) 6-19; 14. Bill Joyce (Suz) - -5; 15. Anthony Masciardli (Suz) 15-12; 16. Steve Martin (Yam) - -7; 17. Randy Kirshbaum (Yam) 20-8; 18. Stan Abt (Suz) 12-17; 19. Gerald Watson (Yam) 14-18; 20. Paul Mihalik (Suz) 16-20.

250cc: 1. Don Kudalski (H-D) 1-3; 2. Marty Moates (Hus) 3-2; 3. John Calathes (Mai) 4-4; 4. Monte McCoy (Yam) 2-7; 5. Mark Robillard (Yam) 7-5; 6. Frank Stacy (Pen) 6-8; 7. Mike Kessler (Yam) 5-10; 8. Ken Zhart (C-A) - -1; 9. Tony Sumney (Yam) 8-9; 10. Gary Putelak (Mai) 12-11; 12. Stephen Rhyan (KTM) - -6; 13. Fred Vertucci (Suz) 17-12; 14. Mark Rakestraw (Mai) 10- -; 15. David Boles (Mai) 15-17; 16. Robert Mahos (Suz) 11 - -; 17. James Massara (Mai) - -13; 18. Thomas Kellan (Yam) 19-15; 19. Martin Murphy (Suz) 18-16; 20. Robert Shoup (Suz) 16-18.

Open: 1. Don Kudalski (Yam) 1-1; 2. Sam Dayton (Mai) 2-2; 3. John Joyner (Yam) 3-3; 4. Barry Higgins (Mai) 4-6; 5. Mickey Boone (Suz) 5-5; 6. Wemyss Scott (Mai) 6-8; 7. Terry Martz (Mai) 7-14; 8. Frank Thomas (Yam) 15-7; 9. Monte Anderson (Mai) 10-13; 10. Joey Gratton (Mai) - -4; 11. Frank Gallo (KTM) 19-9; 12. Brian Thompson (Yam) 14-15; 13. Daniel Waller (Mai) 8- -; 14. David Jordan (Yam) 11-19; 15. Troy Bradshaw (Bul) 9- -; 16. Thomas Cumby (Yam) -- 10; 17. Douglas Bergman (Yam) 13-18; 18. Gary Casper (Suz) - -11; 19. Gary Haynes (Yam) 16-16; 20. Karl Taylor (Yam) - 12.

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Dan Schramm (40) took second 125cc Pro at AMC's Carlsbad motocross.

PHOTOS BY TERRY WHYTAL

Scott Gillman (205) leads Ken Morgan and the rest of the 500cc Pros at Saddleback Racing Club's motocross.

Chaffee Open class winner at AMC

By Terry Whytal

CARLSBAD, CA, FEB. 19

Combine perfect weather, some interesting course changes and a stream flowing across the track and you have the American Motocross Club (AMC) motocross at Carlsbad Raceway.

As the first 500cc Pro race blasted down the starting chute, David Gerig (Suz) took the lead, followed by Mark Ellis (Yam). Halfway through the moto, Ellis got by Gerig but Gerig fought back and regained the lead. Ellis stayed right on the Suzuki rider's rear fender until Gerig bobbled, repassed him and made it stick this time. Meanwhile, Yamaha-mounted Chris Chaffee had worked his way up behind the leaders, passed Gerig and almost got Ellis before time ran out.

Gerig again pulled the holeshot in moto two but Chaffee and Ellis were right behind. Chaffee pressured Gerig lap after lap before finally getting by just four laps from the finish. Chaffee took the checkers in the lead and with a 2-1 score won the overall. Ellis was second and Gerig went home with a third.

Action in the 250cc Pro race was provided by Suzuki-mounted John Baricevic and Max Signon on a Yamaha. After two bar-banging motos they traded wins and Signon claimed the overall, Baricevic was second and Brian McNamara (KTM) third.

Suzuki rider Rodney Brand dominated both motos of 125cc Pros. Dan Schramm (Yam) tried his best to catch Brand and looked very fast but had to settle for two seconds. Final tally was Brand first overall, Schramm second and Dave Good on a Yamaha third.

Results in Results Section.

Gillman, Reid and Fuller win at SRC Saddleback MX

By Terry Whytal

ORANGE, CA, FEB. 12

Today's Saddleback Racing Club (SRC) races were held on an interestingly combined front and rear Saddleback course, using the back starting gate.

Scott Gillman grabbed the lead at the start of the first 500cc Pro race. Yamaha rider Ken Morgan and Maico-mounted Jeff Witherell stayed close behind Gillman as the three raced around the sometimes tacky but often muddy track. Gillman led at the finish followed by Morgan and Witherell.

Moto two once again saw Gillman hold the lead from start to finish. Second place was definitely up for grabs as Morgan and Witherell rocketed around the track, both looking very fast. At the checkers the order was Gillman, Morgan and Witherell.

The best racing of the day was provided by Team Honda riders Steve Wise and Warren Reid, with John Savitski (Yam) trying to play the spoiler. As the three tore the track up in the first moto, different riding styles were noticeable. Reid was smooth, Wise slightly wild, but Savitski was almost out of control. It seemed as if Savitski would go straight through the turns and crooked down the straights. Smoothness paid off for Reid as he took the checkered flag ahead of Wise and Savitski.

Reid never looked back in the second moto to lead all the way. Wise was never far back and looked as if he was going to charge into the lead at any time but had to settle for second. A more controlled Savitski came in third.

The 125cc Pro races were a field day for the little Suzukis. Don Fuller, Brian Jordan, and Bobby McGregor, all riding RM125s, swept the class. After two fast and screaming races the overall positions were, Fuller first, Jordan second and McGregor third.

In addition to the regular program today's races were used as qualifiers for the GNC race in the Astrodome. The first five positions from each class became eligible for the Grand National Championship (GNC) to be held in the Houston Astrodome the day after the AMA Supercross. Hopefully some of our guys can show those Texans How The Hell We Do It In California!

Results in Results Section.

Silva takes DeAnza MX 250cc Intermediates

By Ron Lawson

SUNNYMEAD, CA, FEB. 19

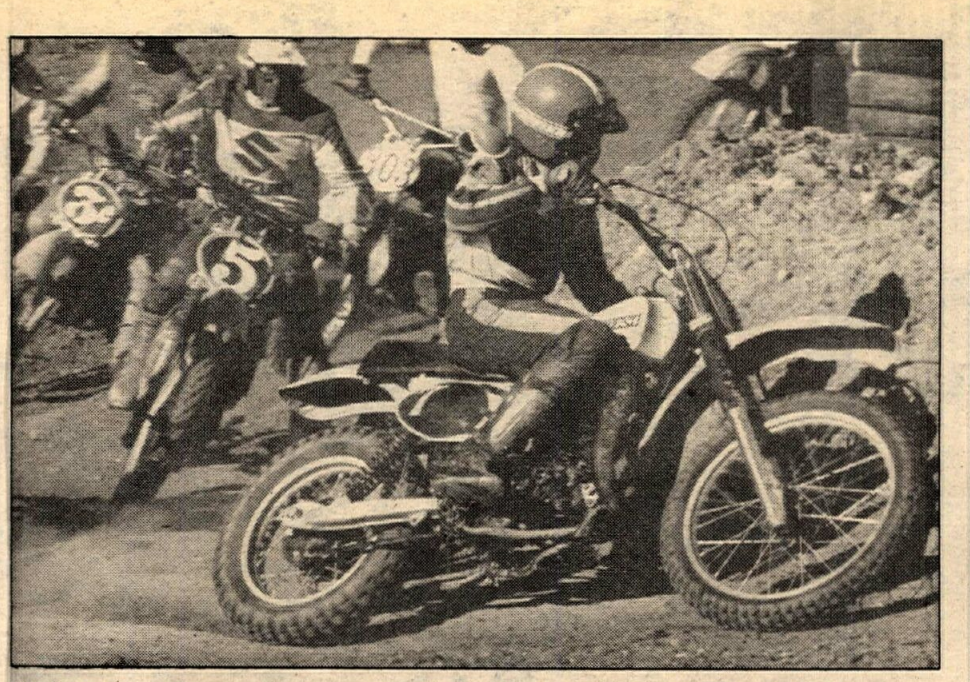
The 250cc Intermediates at De Anza are extremely competitive, and one of the best of them is John Silva. He put his Rincon Kawasaki way out in front of both motos, taking the class by storm.

The first moto saw Silva shoot into the lead with Scott Quick (Suz) in hot pursuit. Behind Quick, Bob Broten (Yam), Billy Saylors (Yam) and Roy Burton (Suz) filed around the first turn. In the opening laps, Silva and Quick pulled a big lead and were all alone. Although Quick couldn't stay with Silva's lightning pace, he was far from giving up and kept the bright green rider in sight. About halfway through the race, Silva was getting a little over-confident and low sided in a turn. He got up and remounted, however, before Quick could take advantage of his mistake. Silva went on to win the race, but he rode a little more conservatively. Quick got second followed by Broten and Saylors.

In round two, Quick grabbed the holeshot and held off Silva for about two laps. After that, it was the green machine all the way. Quick, Broten and Saylors followed him across the finish line as they had done in the first moto.

The 250cc Novice class was hotly contested. In moto one, Joey McManus (Suz) was on the gas. He grabbed the holeshot and led from beginning to end. Behind him Butch Baker (Yam), Davey Jones (Yam), and Doug White (Suz) diced back and forth. As they crossed the finish line, it was McManus, Baker, Whtie and Jones.

In the second moto, McManus jumped into the lead once more. This time, however, Baker was right on his tail. On the third lap, Baker saw an opening and put it to use. McManus was too tired to try to take it back, so he settled for second. White got third



Joe McManus grabbed the holeshot in the first DeAnza 250cc Novice moto, but ended up second overall behind Butch Baker.

John Silva ran away from the 250cc Intermediates at DeAnza.

PHOTOS BY RON LAWSON

once more. In the third moto, it was White's turn to lead. He stayed out front for most of the race, but the rough track took its toll on him also. Baker moved into the lead on the fifth lap. In the final laps, McManus also passed White and that's the way they ended the race.

The Open Experts were, as usual, very fast. Chuck Pettigrew was the man to watch on his big Maico. He took both motos with surprising ease and came out on top of Tag Turner (Mai) and David Aleman (Yam).

Results in Results Section.

Moorewood, Eropkin, and Brown take Racing World MX

By Keith Clemons

TRABUCO CYN., CA, FEB. 19

The Open Pros got the American Motocross Enterprises (AME) Racing World's day started off with Lance Moorewood leading the brigade through two motos of dirt and sun. Bearing down on a DG-tuned Suzuki, Lance made winning look easy as he hopped into the number one spot at the hole and held the position through the flag both times around.

Moorewood's been racing for seven years, five on minis where he won the World Mini Grand Prix in '72, and two years on bigger bikes. Presently he's in training for National competition.

Overall second and third place takers in the Open Pro race were as consistent as Moorewood. Bill Hagen drove his Yamaha crazy trying to get up front but wound up second both times. Chip Howells' Husky brought him around in third.

Dave Eropkin took the 250cc Pro money. In the first race he rounded the first corner in third, followed by Lance Moorewood who also ran in this class. By the third lap they held second and third behind Mitch Musgrave. Bob Walker, who started with the holeshot, fell steadily back. Moorewood streaked by both Eropkin and Musgrave to steal the lead and stayed there to win. Eropkin's Yamaha came down with a sick carburetor and wouldn't run well at top end but it didn't stop him from grinding his way past Musgrave. Meanwhile Rick Bland was moving up from the back and near

(Continued to page 26)

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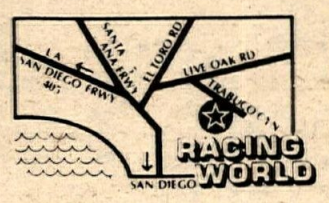

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As if it wasn't enough that Ellis, Tripes, Jim Pomeroy and Steve Wise each won one of the four qualifying events. Or that Tommy Croft won the first semi-final. Or that Marty Smith took the award for the longest jump of the night (a 54-ft. launch), Ellis and Tripes came back to finish 1-2 in the evening's main event and end one of the most dramatic racing sweeps in stadium motocross history.

Pumped up and ready to go after winning their qualifying events, Wise, Ellis and Tripes wasted no time in letting the competition know what they were going to have to contend with. The three Honda newcomers rocketed out of the starting gate as the Honda red led 1-2-3 for the first eight laps of the twenty lap final. Wise was flying out front, with his team members in hot pursuit. But a tangle with a lapped rider dropped him out of contention. Still, the countless Honda fans among the 32,000 spectators in attendance had little to worry about as Ellis and Tripes took quick command.

The tight, twisty track, composed mostly of river-bottom sand, was rated as very demanding by most of the riders. Good, solid steering, plenty of power, and the ability to get that power to the ground were very important. And that's where Team Honda had the advantage. Ellis and Tripes were aboard new modified production CR-250R Elsinores.™ With all that power and super-long tractable suspension at their disposal, the competition was left to fight for scraps.

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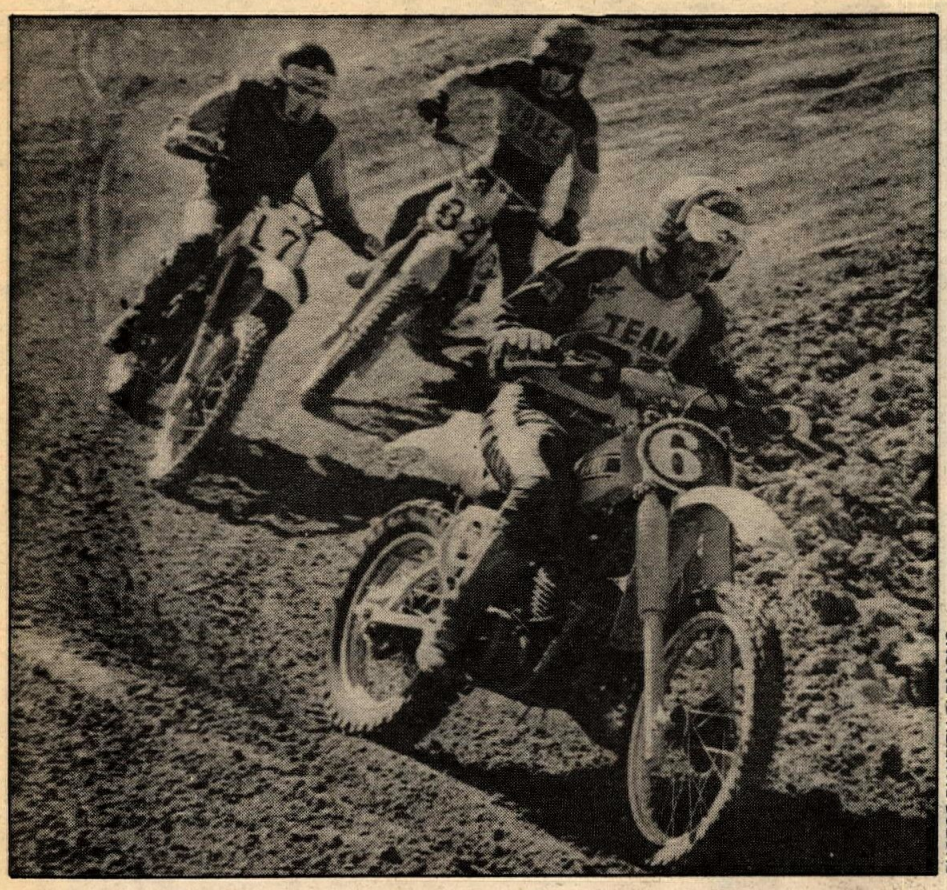


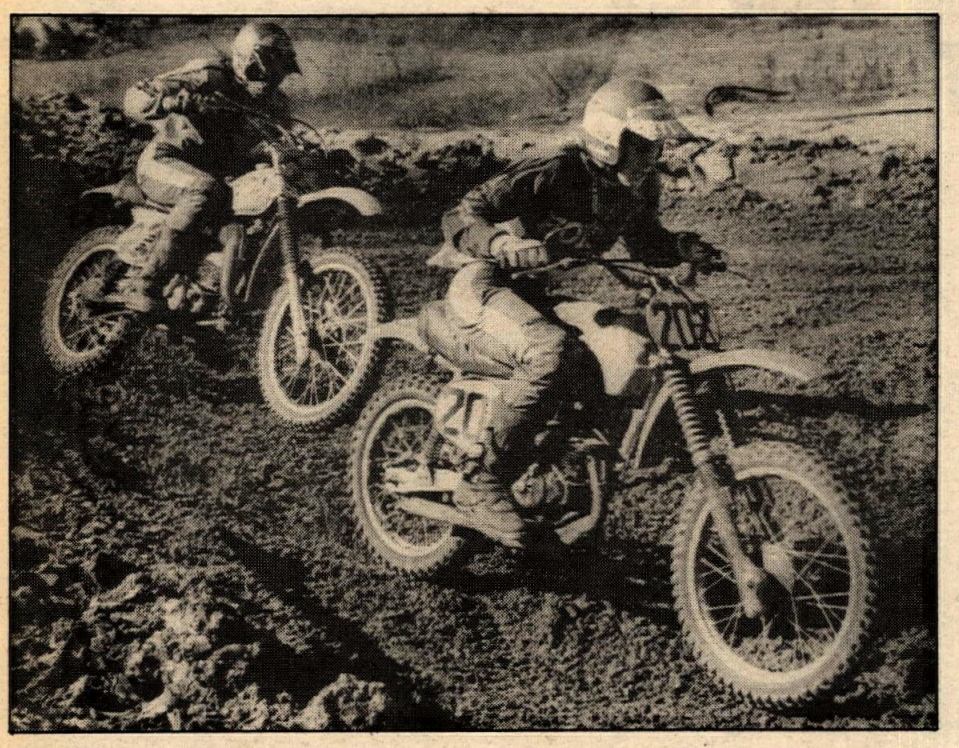
PHOTOS BY KEITH CLEMONS

Lance Moorewood (6), Mitch Musgrave (L7) and Rick Bland square off at Racing World. Moorewood won the first 250cc Pro moto and Bland was second.

PHOTO BY PATTI FIRTH-TROTTER

Robert Reisinger leads Radical Ron Turner (16) in the CMC 250cc Pro race.

Adams and Green vie for position in the AME 125cc Intermediate race at Racing World.



(Continued from page 23)

the end of the race slipped by Eropkin to finish second.

When the 250cc boys lined up for the next race Eropkin had his carburetor doctored up and dodged his way by Bob Walker to take the front before the end of the lap. Moorewood found his way around Walker and pushed hard to catch Eropkin. Trying to make up for lost time, he powered on the straight near the first turn but accidentally dug his foot in the dirt, putting him out of the race. Eropkin finished first for the big win followed by Walker who placed overall third, and Bland with the second for the day.

In the 125cc Pro race Mike Brown got the holeshot but Mike Johns aced him out on the first tour of the course. Johns kept the lead and won the first race with second going to Brown.

DG-sponsored Brown needed a win in the second race to take the overall and got it. He charged his Suzuki off the line, grabbed the holeshot, and made a home free run to the checkered flag. Johns, who got off second again, was trying to work his way by Brown when he had to swerve to avoid a collision and dropped his bike. Three other riders piled over him and a fourth flew off the track. When the mess was untangled Johns had to walk his bike away with a twisted frame, and a unidentified rider went out with arm-injuries.

Results in Results Section.

Heavy racing Las Vegas style with OTHG MX

By Devil Don Fisher

LAS VEGAS, NV, FEB. 19

The Expert class of the Over The Hill Gang race at Williams Raceway were not to be denied, with two of the four riders in that class having new bikes and even a new $2,000 European monster made it's racing debut.

As usual the Expert and Amateur classes took the first flag while the Intermediate and Novice class took the second.

The Expert class was extremely hard fought. In the first moto, Juicy John Van Hoove (Mai) got the holeshot followed by Phast Phil Koliske (Suz), Raunchy Ray Charlesworth (Suz), Amateur C.O.D. Carl Walden (Hus) and all the rest of the Amateur class and yours truly.

There is always at least one Amateur among the front runners for the first lap or two anyway, if not more. C.O.D. Carl was that particular rider. After getting to the place where I could manage to pass, he decided to make a move on the rider in front of him. It all made for a good, eventful race in the first heat. I did, however, find the right combination to win the first heat in the Expert class.

In the Amateur class it was all C.O.D. Carl in the first heat that is. The combination of an excellent holeshot and hard, determined riding are hard to beat.

If Dazzling Dave Brown could get a decent machine under him we all feel that he has the capability to really smoke. He won the Intermediate class in all three heats on an old Honda 125.

Meek Mike Tucker (Hus) won all three of his motos in the Novice bunch.

Juicy John rocket-shipped to the first turn for the second moto holeshot, followed by all the Experts this time (no Amateurs!). Raunchy Ray was next with Phast Phil followed by Devil Don. Ray went past John after the third lap, while Devil Don was having a dice with Phast Phil. It wasn't until the last three laps that I was able to get behind Raunchy Ray and then the race was really on. I don't think that enough can be said about wearing protective equipment, especially after following an Open bike for three laps on a somewhat rock-strewn motocross track. Even with a check protector, face mask, etc., my fingers and toes caught hell. Raunchy Ray went on to win the second moto.

Nasty Norm Barron, the Amateur class winner on his 250cc Bultaco, is really quite a competitor. He left motocross for a period of three years to devote his time to racing dune buggies, where he made quite a name for himself and just recently joined our club and we are extremely pleased to have him back.

The reason I mention this about Mr. Barron is because in the third and final moto, he led the Expert class for three laps before he ran out of poop. Juicy John led Nasty Norm, Raunchy Ray and Devil Don for the first two laps until Norm caught and passed him. Then Ray and myself had to get around Juicy John in order to catch Norm. Boy! it seems that the brother members just don't give up.

After Ray and I caught Van Hoove we went after Norm. Nasty led us for the remainder of the lap, after we managed to get around him the race was between Raunchy Ray and Devil Don. With only two laps remaining I was able to shut the door on Ray to win the Expert class for the day.

Smith smokes, Williams wins, Turner triumphs at Saddleback

By Patti Firth-Trotter

ORANGE, CA, FEB. 19

Two weeks ago, riders were axle deep in mud. Today when the CMC crowd got together at Saddleback Park, the most incredible thing happend — a dust storm! Track conditions returned to normal; the usual SoCal "blue groove" developed

by the time the second round of motos got underway.

On the line for the Open Pro action was a bunch of wild and wooly go-getters. Alan Smith rocketed his Husky off the line to lead the entire 12 laps. The only rider who was able to come within two turns of Smith was Yamaha-riding Mark Rodman. Maico rider Jim Lowe was settling into a comfortable third when on the fifth lap, Ken Morgan muscled his tricked-out Yamaha past. Lowe and Jeff Witherell then spent two laps getting into some pretty heavy dicing with Witherell coming out the victor in the contest.

Steve Fry was gone first when the gate went down in the second Open Pro moto, but Alan Smith was right on his tail for three laps. Smith then smoked around Fry and took off.

Ken Morgan was lurking back a few places waiting for the perfect moment to make his move. On lap six he moved in and passed Fry. One lap later Rodman bumped Fry for third. Taking home the top money were Smith, Morgan and Rodman.

The classic holeshot of the day belonged to Cole Bros. Suzuki riding Wes Sutton in the opening 250cc Pro moto. Much to Wes' chagrin, his leg hit the fuel petcock and turned off the gas. David Williams wasted no time in blasting his Maico to the forward ground. Robert Reisinger was able to keep his "Green Meanie" Kawasaki right with Williams until the Flying Machine Factory's newly-married "Radical Ron" Turner tweaked him for second. DG hotshoe, Yamaha riding Jim Domann, ripped by Reisinger to take over third.

David Williams then wicked it on for an unbelievable start and a win in moto two. "Radical Ron" Turner was right on the big red machine's rear fender. By the closing laps, Williams and Turner had a 27-second lead on the other riders. Domann had third.

It is impossible not to get excited when the 125cc Pro riders line up and await Stu Peters' signal to start the machines. Rick Maki moved his Suzuki first to become the early leader.

After the pack thinned a little, Pat "Hot-Dog" Hubbs was the victim of a combination of riders, flags and whoops. He did a flying endo, winding up on the ground shaking a fog out of his head.

On the third lap FMF's Ron Turner took the lead away from Maki. Chappy Blose was third but beginning to put the moves on Maki. Bob Stem piloted his Yamaha around several riders to lock into fourth. On the ninth lap, Chappy had displaced Maki and headed for Turner. The last lap had Turner still the leader with Blose, Maki, Stem and Gary Tomlin and the infamous Zunda next.

Chappy Blose and his red, white and blue Bassett jersey was the first rider to appear at the top of the start hill with Maki, Mark Dooley, Alex Downs and Ron Turner riding next. Turner started his assault on the leader, taking only five laps to get to the second slot. Blose and Turner gave the crowd a thriller. For 11 laps, Blose was able to stay ahead of Turner but the sweeper at Webco saw Turner take over as leader. Directly behind Blose was Maki, Stem Tomlin and Cross-Up rider Matt Devich.

Results in Results Section.

PHOTO BY BOB GREENBERG

The 83cc Juniors at AME. Winner Jey Sapp (370) is on the right, while third-place Gary Szilagyi (1) gets tangled up.

Kight leads AME Minis

By Judy Greenberg

TRABUCO CYN., CA, FEB. 19

Johner Kight, out of Las Vegas, NV, rode his Yamaha to both moto wins in the 105cc Mini Open class with A.M.E. American Minicycle Association at Racing World. Due to conditions left by the heavy rains, a temporary course was prepared by Racing World management for the day's event. Behind Kight, was Cindy Dumo's Pesky Suzuki, and Richard Ising's Premier Yamaha in a tight race for second. It wasn't until they reached the uphill that Ising got some breathing room and moved safely in front. Pat McConnell moved to Dumo's side, taking over third on the inside of the hairpin.

The second time, Gary Szilagyi nabbed the holeshot, but Kight took over in the first bend. McConnell and Ising diced for second, with McConnell slipping underneath to take the flag behind Kight.

That wasn't the last Kight saw of McConnell. They went at it again in the 83cc Expert class. Kight ran into trouble after leading the first moto, and finished fourth. The second moto found him out in front from start to finish, giving his 4-1 ride a second overall, behind McConnell's 1-2.

The uphill grade of the course gave the Pee Wees some trouble, but they hung in just the same. Bobby Dlugos won the first moto followed by Kevin Samford and Sid Graser.

Samford led the troops the second time. Justin Souza and Bobby Dlugos crashed in soft earth. Sid Graser held second until he got stuck heading uphill. Dlugos was back in the running and got by Robby Vaughn and Graser. He then chased after his Action Auto teammate, Samford, passing him on the outside of the bend. Samford took the lead back when Dlugos fell in the last lap. Dlugos was up to capture second ahead of Graser.

Jey Sapp won the honors in the Stock and Modified 9-11 83cc Juniors. In the Modified class, Ty Maddux led off the line followed by Jason Wagner and Sapp. Sapp clung to Maddux's rear wheel until the last lap, when he got by as riders bunched in a corner.

The last time out, Maddux pulled another holeshot. Wagner took over in the first turn, leaving Maddux to fight off Gilbert Valdez and Sapp. Sapp moved by Valdez to join Maddux in the Wagner chase. Valdez soon found Gary Szilagyi on his tail. Szilagyi tried his best, but Valdez held him off in every turn. Wagner lost his super ride when he threw a chain in the last lap. Sapp saw his way around Maddux just before the flag.

Results in Results Section.

Dobbins, Gleason join Corona's money elite

By Elaine Jones

CORONA, CA, FEB. 15

The R.A.C.E. flat trackers were so thankful for a day without rain at Corona Raceway, it was almost like a second Christmas. It even felt like Christmas, as cold as it was. Pat Dobbins surprised everyone, especially Shawn Leipold in the money short track event. Pat had borrowed one of Shawn's bikes, and judging by the outcome of the race, he made a good choice. It was Rick Rockhard from Colorado who got the lead off the line, but by the time they came around on two, Dobbins had the lead well in hand and Dylan Neihart was putting on the pressure in third followed by Leipold.

On lap three, Leipold got a big boost up the ladder as Rockhard ran into trouble and Neihart did some fancy footwork to avoid him. All of a sudden Liepold found himself in the position of chasing his own bike. This little game went on for three laps with Dobbins still holding everyone at bay.

On the sixth lap Leipold seized.

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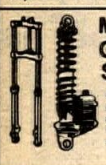

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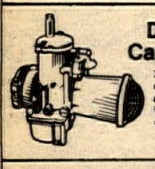

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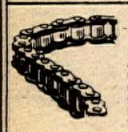

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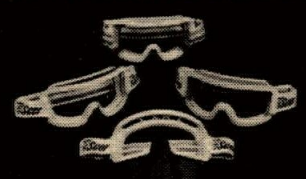

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Bart Ketterling (93Y) and James Jantz show off at SRA's Calico Enduro.

Neihart got another crack at Dobbins, and with a last ditch effort coming out of four, almost made it. But since *almost* only counts in tiddlywinks and horseshoes he had to settle for second with Rockhard third. Needless to say, Leipold didn't suffer a complete loss as Dobbins was more than happy to share his newfound wealth with him.

Dobbins also had a nice warm-up for the money race with his wire-to-wire victory over Scott Shoup in the Open short track.

Pee Wee Gleason had his name all over the money half mile, running away from the rest of the field. Mike Minnig got his big Yamaha out second with Wayne Rainey aboard his 250cc in third. Rainey, by the fourth lap, had moved to second while Minnig tried to find a line that would get him hooked up with the track. Rainey gave it his best shot but there was just no contest against the well-prepared Harley Gleason was riding. When the flag came out it was Gleason, Rainey and Minnig with Leipold collecting fourth.

Minnig's efforts were rewarded in the Open Amateur/Expert after a shaky start that saw Terry Statum slingshot into the lead. Minnig, by lap two, had gotten the situation under control and nailed down first place. Statum settled for second.

Bobby Garabedian won the very strange 250cc Amateur/Expert half mile. Off the line it was Dylan Neihart with Garabedian in second and Don Waffle third. One lap later Neihart seized, a problem he had been fighting all evening. Garabedian took over when Don Waffle went the same way as Neihart, and Garabedian became the winner by default.

The 250cc Amateur/Expert short track saw Garabedian off first with Neihart second and Stan Kinsey third. Neihart took over on the second lap, and two laps later Mark Butler moved to third when Kinsey went out with bike problems. Neihart was fighting his fickle engine but hung in there strong and held off Garabedian for the win. Butler won a drag race to the line against Bruce Windham for the third.

Results in Results Section.

Perfect score for Mahan at SRA Calico Enduro

By Sue Senn

BARSTOW, CA, FEB. 12

The seventh annual Calico Enduro, presented by the Sportsman Racing Association (SRA), was described by many riders as one of the best enduros they have ever ridden.

The weather was fantastic. At key time, 8:00 a.m., there was a bit of chill in the air as riders got underway. The coolness made for perfection as they worked their machines over the 27.5-mile first loop.

During a split on the course, the two loopers rode up a good-sized soft hill that ended with a little ridge running and a deep sandwash. The one loopers rode down a fast fire road and right into the tie breaker check.

Claiming the only perfect score of 0.30 was Christi Acosta who rides in the 250cc class and has never trophied before.

Two youngsters who were riding together, Hank Aul and Scot Hopkins, kept it all together by finishing second and third overall with a 0.32 and a 0.40. Acosta, Aul and Hopkins were the only zeros on the first loop that included a long rocky sandwash and one good downhill.

Besides being a good timekeeper, the 27.6-mile second loop offered variety plus a challenge. According to Joe Senn, a B over 35 rider, "The terrain definitely kept one's interest but the best part was that it wasn't a body or bike breaker and it was a helluva lot of fun."

Duane Mahan, an Open B over 35 rider conquered all by being the only 0.30 perfect score for both loops. Larry Langley, the AMA District 37 enduro steward, shared second place with Sam Orrick and Bill Lockshaw with a 0.31. Langley and Orrick were also part of the winning "three-man team" whose third member, Pooch, had a 0.57 at the tie breaker.

The surprise of the day was check "E." This, the first check on the second loop, was located precisely at the three-mile marker. Many, many riders burnt this one. They had WFO'd it out to this point where they figured to spend a few minutes checking their time equipment and speedos. Here, the three young checkers heard every comment possible as riders openly expressed their feelings about this check.

Check "F," the tie breaker, was located at 15.3 miles on the side of a steep downhill where the course made a sharp left turn. One young female rider was extremely grateful that "Lil John" Henderson with IRRC was at this check. As she came down the hill, she discovered her rear brake was gone and she went down pretty hard. Lil John very quickly had her out to the highway and on her way to be taken care of. This was only one of the many energencies handled by IRRC (International Racing Radio Crew) who is usually the unsung hero of the day.

It was also at this check that nine-year-old Gregory Wall was spotted riding a Suzuki 80. Gregory was riding on line 34 and he pulled into the tie breaker at 34.34. Considering that minis and under 16 year-olds rarely ride the second loop, Gregory is surely among the riders who described this Calico as "one of the best."

The course ended with a long sandwash, fast fireroads and a few good but not impossible hills. The speeds were fast but not too fast for the terrain. And referring to good-time keeping, just as the enduro was over, dark clouds started coming in from the south, bringing more of that wet stuff that Southern California has been blessed with so much lately.

Results pending.

Burnworth, Antonacci win Barona GNC Qualifer

By Rod Eschenburg

SAN DIEGO, CA, FEB. 19

FMF rider Bobby Sullivan was the outstanding rider in Sunday's mini and motorcycle motocross at Barona Oaks Raceway. Sullivan ran second in both of his Houston Astrodome Grand National Qualifying classes; to Suzuki R&D rider Scott Burnworth in 105cc Minis, and to Yamaha star Bryan Antonacci in Senior Minicycles. In regular program events, Sullivan easily won both the 105cc Minis and the Modified Minis for a great day.

A record (for a "non-national" event) entry of 299 riders competed in the program on another beautifully-prepared race course by Frank Brundage. While it was rough, it stayed loose all the way around.

Other fine Mini rides were turned in by Suzuki-mounted Chris Swift and Honda and Italjet rider Jon-Jon Belisle. Swift had wins in both the Modified and Stock 12-16 Novice classes, and Belisle had a very busy day with a Mini-Mini Grand National Qualifier win, a Junior Cycle Modified 9-11 win and a Stock Mini 0-11 Intermediate win.

Results in Results Section.

PHOTO BY LEE TAYLOR

AME 250cc Pro winner Greg Robertson (78) chases Mark Gambetta.

Robertson, Brown take AME sweepstakes MX finale cash

By Lee Taylor

BAKERSFIELD, CA, FEB. 19

Greg Robertson (C-A — Kolbe) took home the lion's share of a $1,000 purse in the 250cc Pro class.

Jeff Vidic (Mai-Cole Bros.) led the charge in the first moto with Mark Gambetta, on a new Kawasaki for Kawasaki of Goleta close behind. Moving up rapidly through the pack came Mike Brown, soon taking over the lead and forcing Vidic to second. Brown went down, turning the lead back over to Vidic, but remounted in second. Dave Haugh had a battle royale on his hands, defending third with Robertson right on his tail and Gambetta, strong in fifth.

Robertson took over the third place slot and a duel developed with Drew Nelson, now in fourth, that took them right down to the wire. The end of the moto found Vidic still leading, Robertson in second and Nelson holding third.

The second time off the line, Doug Nicol (Suz-Cole Bros.) grabbed the holeshot. Vidic was right behind him with Sherman Schneller (Suz-Santa Maria Cycle Sport) in third. Heavy dicing took place as Vidic took the lead over King Kong Jump and Robertson pushed his way into second.

Closing fast, Robertson grabbed the lead away from Vidic and held it to the end. A lot of action went on throughout the pack as Tracy Oswell, pressing hard, moved into second. Mike Brown made a spectacular move past Schneller and was closing on Vidic, only to develop mechanical problems and be pushed back in the pack.

Robertson led the pack home to an overall victory and top money. Vidic took second place money and third went to Oswell.

Mike Brown, on a Suzuki, racked up a spectacular pair of back-to-back wins for the overall in the 125cc Pro class.

Bob Kline started off the first moto action by taking the lead. Brown came along and snatched it away. Kline had Bobby Jones right on top of him until Jones went off the track with mechanicals. Tim Locey (Suz-DG) as usual, was burning up the track and moving by Kline, grabbed a handful and did all he could to catch Brown. John O'Mara (Suz-Al Baker) took on Kline and, after a heavy bout of dicing, moved into third. Kurt Sofka followed suit and went on to take third away from O'Mara. Positions held to the end of the moto.

Jones and Brown started off the second moto with a rematch; Jones leading by a narrow margin. Once more Jones had trouble and DNF. Kline and Locey, running second and third respectively staged the battle of the day with Kline emerging in second as Locey went down on the back end of the track. O'Mara came into third and held it to the end of the moto against a flying Locey who worked his way into fourth by the checkered flag.

Brown, with an out-of-sight lead, crossed over to top money of the $1,000 purse. Locey had enough points for second overall and Kline took third.

Eddie Cole put his Can-Am through its paces for the overall win in the Open class. Scott Caveness (Suz-Orange Co. Suz) led the pack into the first moto. Bill MacLemurray (Mai-Ski's Maico) pulled the lead out from under Caveness. Cole, running third, was fighting to hold off Steve Rawson. Biding his time, Cole made his move and took over the lead, holding it to the end of the moto. Tracy Oswell took second and Sherman Schneller took third.

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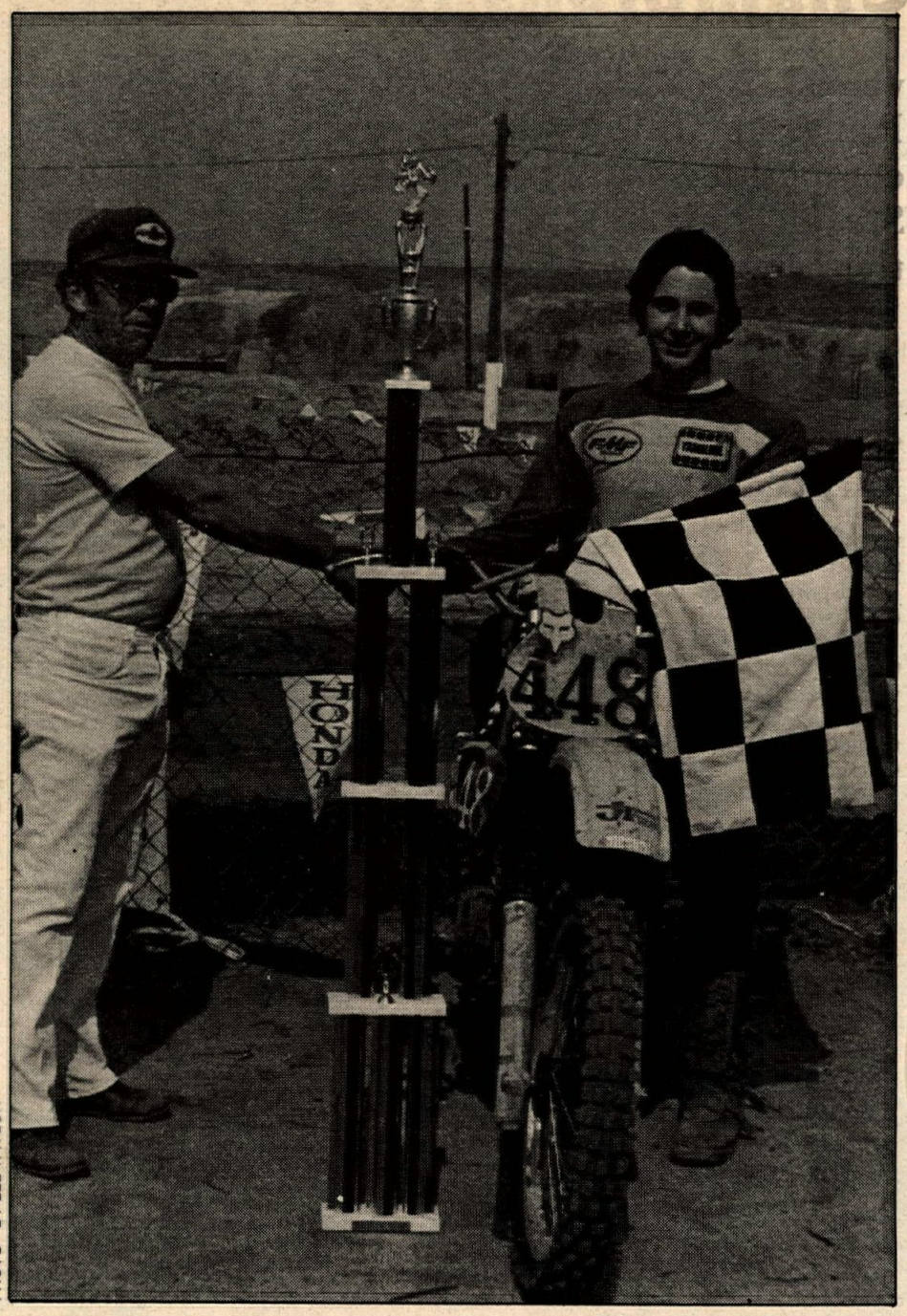

PHOTO BY LEE TAYLOR

AME President Jerry Shore presents 125cc Junior winner John McCauley with a six-foot trophy.

McCauley wins six-foot trophy at AME MX

By Lee Taylor

BAKERSFIELD, CA, FEB. 18

John McCauley, riding a Yamaha for California Sheet Metal, slipped and slid his way around a muddy track to the overall 125cc Junior victory, taking home a six-foot gold trophy.

In the first moto, McCauley fought a heavy battle with Bryan Reaves. Both has constant pressure on them from Brian Williamson. Williamson had Allen Reaves breathing down his jersey in pursuit of third.

Steve Noland, making some splendid, strategic moves up through the pack, eased his way into second, Caveness grabbed the lead and rode a beautiful race, holding command throughout. Heavy dueling all during the moto between MacLemurray, Cole, Oswell and Chris Knowlton. Cole, having a fantastic ride, went down and was forced back to last place. Still, he managed to move his way back up and into second by the end of the moto. Cole took home top money, Caveness was second overall and third went to MacLemurray.

Results in Results Section.

throwing out muddy roosts behind him, until suddenly he went down, turning second over to Williamson. As the field skirted the large mudhole and headed in for the checkered flag, McCauley led the way in first, Williamson followed in second and Doug Pacheco took third.

When the gate dropped for the second time, McCauley had gold in his eyes and charged into the first turn. Holding in tight formation behind him were Pacheco and Reaves.

In a moto loaded with wipe outs and group crashes, Pacheco emerged intact to take over the lead and a crack at second overall. McCauley kept Pacheco in his sights and closed the distance in short time. McCauley had heavy artillery behind him in the likes of Reaves and Charlie Jones. With Reaves narrowing his lead, McCauley had considerable pressure riding on him, knowing if he could hold second he'd take the overall. Heading down the home stretch in front of the tower, Reaves went sideways in the mud, right into the mudhole. While he was pulling himself out, McCauley took full advantage and set out to take Pacheco. Coming in for the winning checkered flag, Pacheco held his lead, good for second overall. McCauley crossed over in second, clinching the overall win, and Williamson, who was running fifth, had enough points for third overall.

Results in Results Section.

(Continued to page 32)

AMA releases Regional Championship schedule

WESTERVILLE, OH., FEB. 17

Professional motorcycle racing, featuring competition on half-mile and TT Steeplechase tracks, has been scheduled by the American Motorcyclist Association for the U.S. Regional Championship Series.

Highlighting the Eastern Regional Championship Series will be contests in Pennsylvania, New York and Ohio. The kickoff for the seven-race Eastern Regional Series will be an April 30 half-mile at Reading, Pennsylvania, with the series to end September 9 at Weedsport Speedway in Weedsport, New York, a new track on the Eastern Regional circuit.

Only four races are scheduled in the Central Regional Series. The season will begin May 7 at White City, Illinois, and end with a half-mile at the Oklahoma State Fairgrounds in Oklahoma City, October 1.

TT competition will dominate the five event Western Regional Championships. Four steeplechase events are scheduled in Oregon, Washington and Idaho before the series finale, a half-mile at Sturgis, South Dakota, August 13.

Some of the country's finest professional riders will return in 1978 to contest the AMA U.S. Regional Championship Series.

Following is the 1978 AMA U.S. Regional Championship Series schedule. Additional dates are pending in each of the three regions, and will be announced upon confirmation. Promoters interested in promoting a regional championship event should contact Mel Parkhurst, AMA professional racing manager.

AMA U.S. REGIONAL CHAMPIONSHIP SERIES - 1978 SCHEDULE

Eastern Region			
April 30	Half-Mile	Reading Fairgrounds Reading, PA	RSCA/Lindy Vicari 2854 N. Fifth St. Reading, PA 19606
May 7	Half-Mile	Orange County Fairgrounds Middletown, NY	K.M.A. Inc. 51-23 71st Woodside, NY 11377
May 29	Half-Mile	York Fairgrounds York, PA	York Motorcycle Club 2333 Whiteford Rd. York, PA 17402
June 17	Half-Mile	Montgomery County Fairgrounds Dayton, OH	J.R. Kelley 425 E. Third St. Dayton, OH 45402
June 18	Half-Mile	Northfield Park Northfield, OH	Emil Chadima 96 Valencia Cuyahoga Falls, OH 44223
August 24	Half-Mile	Erie County Fairgrounds Hamburg, NY	JM Productions Inc. Pleasant Ave. at U.S. 20 Hamburg, NY 14075
Sept. 9	Half-Mile	Weedsport Speedway Weedsport, NY	Trojan Enterprises P.O. Box 106 Redondo Beach, CA 90277
Central Region			
May 7	Half-Mile	White City, IL	Mid-State MC Inc. RR 1, Box 103A Mt. Olive, IL 62059
June 11	TT	Muskegon Clubgrounds Bridgeton, MI	Muskegon MC 5803 Lake Harbor Rd. Muskegon, MI 49442
August 17	Half-Mile	Winnebago Fairgrounds Pecatonica, IL	Winnebago County Fair Assn. 2003 Ridgeland Rd. Rockford, IL 61108
October 1	Half-Mile	Oklahoma State Fairgrounds Oklahoma City, OK	The State Fair of Oklahoma 500 Land Rush St. Oklahoma City, OK 73107
Western Region			
April 23	TT	Peaceful Cove Boise, ID	Owyhee Motorcycle Club 1381 North 5 Mile Boise, ID 83705
June 2	TT	Clackamas Clubgrounds Clackamas, OR	Oregon Sidewinders MC 3500 Lawnfield Rd. Clackamas, OR 97015
June 3	TT	Castle Rock Fairgrounds Castle Rock, WA	Mt. St. Helens MC P.O. Box 51 Castle Rock, WA 98611
July 9	TT	Clackamas Clubgrounds Clackamas, OR	Oregon Sidewinders MC (Same as above)
August 13	Half-Mile	Sturgis Fairgrounds Sturgis, SD	Black Hills MC Classics P.O. Box 685 Sturgis, SD 57785

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Larry Roeseler (13) and Jim Fishback dice on the way to second and third at the Soboba GP.

(Above) Motocrosser Steve Bauer dazzled spectators. (Below) Soboba had a few water crossings.

(Continued from page 30)

Balentine wins Soboba Grand Prix

By Larry Langley

SOBOBA INDIAN RESERVATION, CAL, FEB. 19

Bob Balentine (KTM) splashed his way to the overall win at the Eighth Annual Soboba Grand Prix. Balentine picked up $500 for the 500cc Pro class win as a bonus, overcoming tough competition from Larry Roeseler (Hus) and Jim Fishback (Yam). Roeseler finished behind Balentine closing fast. Another lap and he may have overtaken him. Speedway star Jim Fishback took third overall, first 250cc to pick up the $500 for that class win. The 125cc class winner was still undecided as this article was being written.

The Soboba Grand Prix is traditionally a low finisher race and this year's event proved to be no exception. When riders started pitting at the end of the first lap out of simple exhaustion, the pit crews knew it was going to be a long afternoon. The 15-mile course consisted of two deep water crossings, one mud and the other rocky, sand canyons (up and down), a tough downhill, ridge running, switchbacks and two miles down the river back to the pits. The sand canyons proved to be the toughest as they soon deteriorated into deep whoopers. Only rider in *really* good shape could handle them at speed as the laps wore on.

The crossings and the downhill were the favorite spectator spots for those hardy enough to hike in. Malcolm Smith was helping out and was at the downhill when the Pros came through on the first lap. Most were impressive but Steve Bauer (DG) never let off as he *flew halfway down,* hit, gassed it, and landed at the bottom, leaving the spectators and Malcolm totally amazed.

A number of fast ladies were entered, including Sue Fish (Yam) who was running near the top 10 when she crashed hard on the third lap putting her out of the race. Cherry Stockton was reportedly being filmed for a "Women in Sports" episode and was doing quite well. Team Honda's Rick Munyon, who will be campaigning a four-stroke machine on the National Enduro circuit, rode his practice bike, a new CR-250R and looked smooth. He was in contention for a payoff spot in the 250cc Pro class.

The lead changed several times between the leaders for the eight laps and the Pros and everyone else who could keep up went eight laps. Most of the Sportsman struggled to six laps though and were glad to not have to go anymore. OCMC Novice Danny McClain (KTM) was looking pretty fast on the sixth lap and was disappointed he didn't make seven.

The only discontent on an otherwise beautiful weekend of racing was that many of the riders felt they got ripped off by the camping fees. A bunch of Maywood M.C. guys showed up to pit for Bruce Ogilvie (H-D) and since they didn't have a camping pass which allowed them the privilege of camping for a mere three dollars, they were charged $10 for a place to park overnight. And it wasn't even in the same place where everyone else got to camp. The Pros weren't too happy to have to pay the three dollars to camp after coughing up $50 for an entry fee either. On the other hand, the 60¢ burritos were very good.

Official results in a week or so. ●

NORTHERN DATELINE

PHOTOS BY TT PRODUCTIONS

(Above) Dick Ridley leads a pack of 250cc Experts through the first turn at Hollister Hills. (Right) How long has it been since you saw someone trying to ride a 650cc Triumph on a track like this?

Hollister creeks rise to Jacobson's muddy eyes

By TT Productions

HOLLISTER, CA, FEB. 12

Phil Jacobson kept it all together on his KTM at the Los Gatos M.C.'s second Hare Scrambles of the season. The win at Hollister ORV Park put Jacobson in contention in the Cross County Yellow Plate chase.

For the second week, Northern California weather was the big equalizer. The 125cc classes, Vets and Old Timers took off at 9:00 a.m. in a mist that soon turned to a sprinkle, and then all-out rain.

Long time-racer John Silva made it look easy taking the Vets Junior win on his YZ 400. John "Barbwire" Balzer did the same number on his Yamaha to take the Novice class ahead of Rich Carlson's Honda-powered, Bultaco-framed mount. Mike Arthur crossed the finish line, at the bottom of a steep slippery hill with a left at the bottom (wheel), as third Vet Novice.

Old Timers Rod Brazel and Jack Shields looked comfortable on their ITs and rode the distance in that order. Ned Marandino continued his winning ways to take the Junior/Expert class ahead of Bill Austin and Bill O'Brian.

The 125cc Juniors were really smokin' around the challenging course with Kent Woods and Harry Bellicitti taking home trophies for their efforts.

Doug Dewitt did the deed in the Novice class. Sensation of the day, Mike Kelly, took second on his 100cc Yamaha in his first time out on a race course! Mike, a small 14-year-old and about 80 pounds, proved that you don't have to be big to take a motorcycle around a tough course.

Joe Vasquez, also on one of the potent 100cc Yamahas, took third after experiencing shifter problems. 29-year-old Vasquez, winner of the last race here, makes this sport a family affair with his wife and children as a very enthusiastic pit crew.

The 250cc class got a repeat of last week's weather at Plymouth. A complete downpour didn't slow down Dick Ridley as he took command from the holeshot and rode to the finish a wet but pleased winner. Stylish Ron Knarr took second with Jerry Jackson third.

Junior Bruce Bowman blasted out a repeat win as he did in the last race. Jimbo Felice, scrambles and short track ace, was second with Dan Bowdon third.

Dave Lafaille had control of the fast-changing track (the creeks were rising) and won the Novice class ahead of Jime Dieu and Mike Brumit. Paul Swinney slid in for fourth.

A break in the weather put the busy Los Gatos club members to work changing the course. Then Phil Jacobson, really pumped after last week's ride, took off and started a disappearing act in the big-bore go. Gary Vanderpool was charging from a last place start that carried him to an incredible second on the first lap.

A tangle near the top of the tricky uphill left a tied-for-the-points-lead Greg Tuller with a broken leg. A lack of support by the National Motorcycle Patrol showed us how much we miss them when we need them. But riders like Scott Austin, in motorcycle style, sacrificed their ride and stayed with Tuller to eventually help him off the hill. We hope he mends quick and well.

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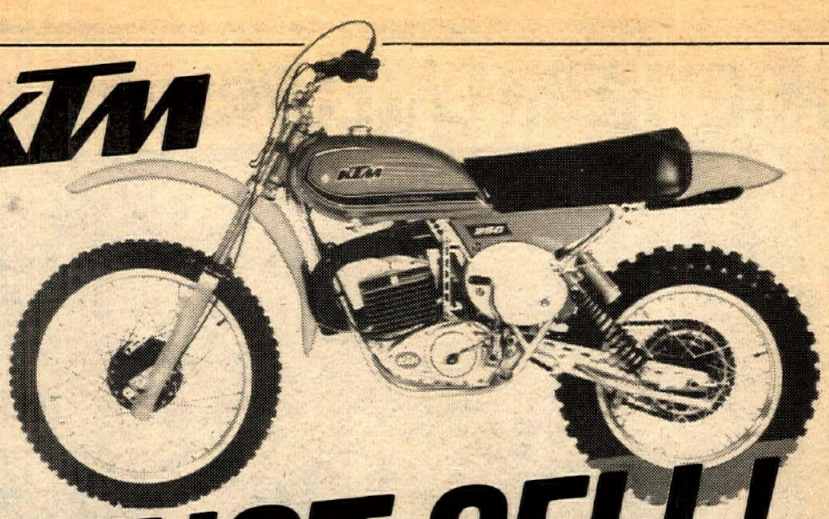

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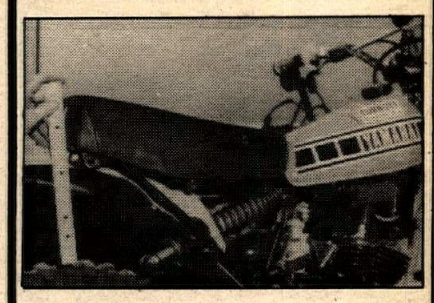

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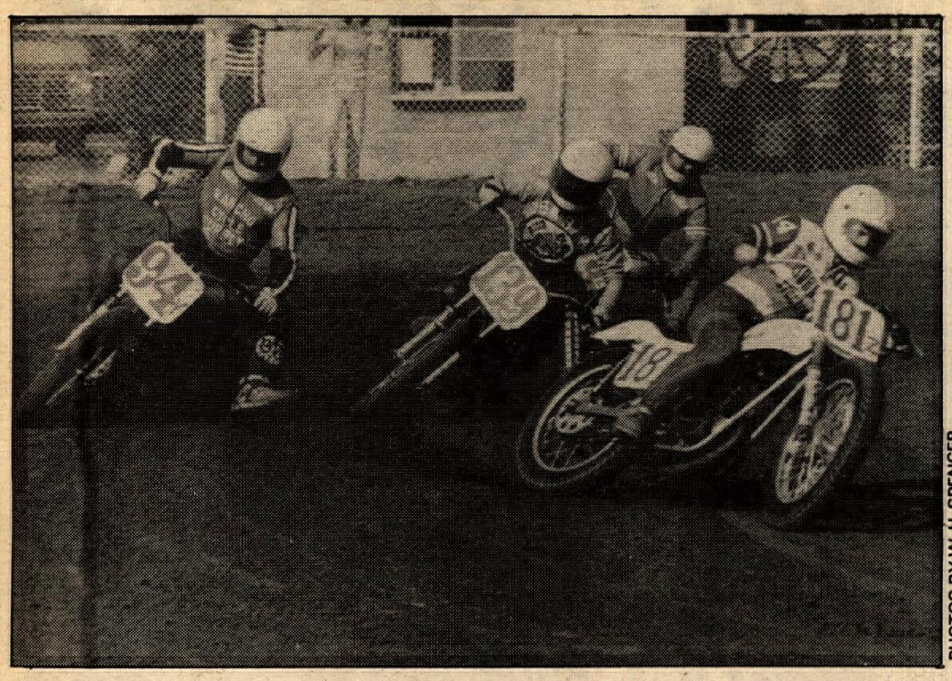
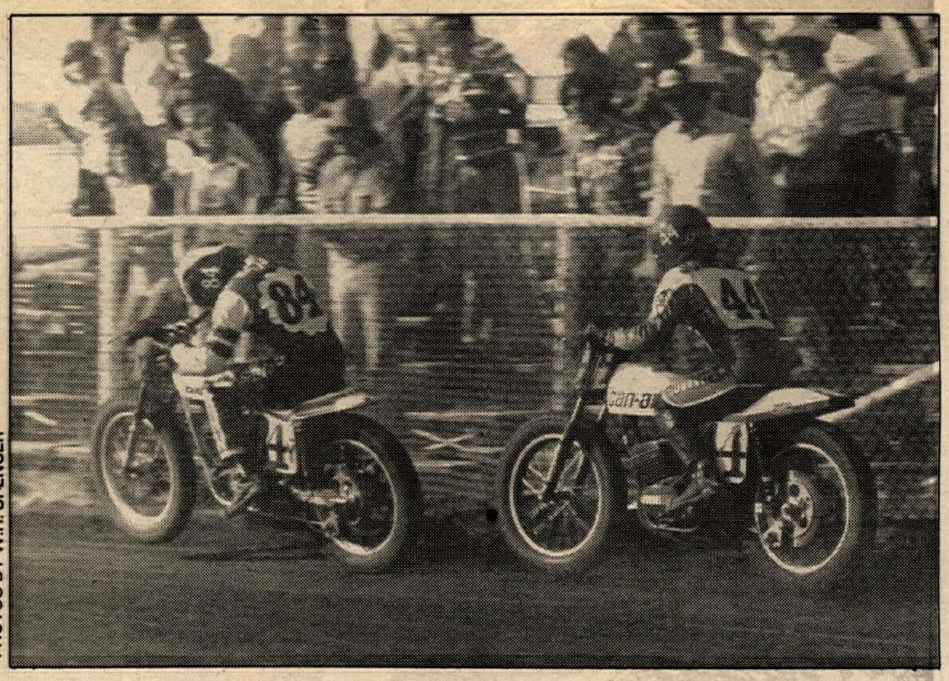


PHOTOS BY W. H. SPENCER

Kim Jorgensen leads Ron Sullivan (139Y) and John McBroom in a semi. Sullivan was never headed in the Pioneer Novice main.



PHOTOS BY W.H. SPENCER

Rod Spencer (84Y) held off the fast-closing Alex Jorgensen for the Pioneer Pro short track win.

With more rain coming through the clouds, the storming on the race track was getting more intense as Open Novice John Welch was giving the Experts a bad time and staying ahead of the Junior field. Nineteen-year-old Mark Mayer showed no respect to his peers when he finished on the same lap with the leaders and doing it on a stock 500cc Yamaha. Greg Leopold was third and Don Cameron fourth.

Gunther Gmelin took time off from his new motorcycle business to come out and lap the Junior field for a win over Bob Tornai and Len Perham. Marvin Helzer was cooking in that class until his gearbox sounded like it ate some metal marbles.

Phil Jacobson took the winner's flag ahead of Vanderpool, whose charge was cut short by chain problems. Chris Carter overcame mechanical difficulties to cop third ahead of Dave Czech.

Results in Results Section.

A pair of Rods win Oakdale Pro ST

By W. H. Spencer

OAKDALE, CA, FEB. 19

It was the first-ever Pro Short Track at the Pioneer Arena and despite having to delay the race from a pre-Houston date, due to wet grounds, to this Sunday, it was termed a mild success and will be repeated. That was the most positive step in the reinforcement of dirt track racing in Northern California in the past five years.

A pair of Rodneys were the main event winners. Junior Rod Spencer was the man in the main to hold off a last lap charge from Alex Jorgensen and Rick Graham, while the reigning 125cc National Amateur Champion Rod Sullivan easily took the Novice main.

Qualifying for Novices, separate from the Junior/Expert, saw new-Novice Ken Robicheaux take his Warren H-D to the fast time while Scott Pearson was the man on the Harley West 250 for his group.

Robicheaux held off a good charge from Steve Adkins in the first Novice heat while Jeff Haney was waiting for Ron Day to leave a little opening in the second heat. When Day lost his grip on the handlebar, Haney and the KR Racing Yamaha were long gone with the fastest heat. Ryan Seidel took the third heat over John McBroom with John Burnett winning the fourth over Ben Zakarian's Bultaco.

In the semis, the rookie Novices who were so fast in the heats must have gotten nervous. In the first turn Robicheaux got bumped to the ground, and in the fourth turn Haney stepped off and out of the main. He remounted and rode the fastest lap of any but it was futile. The other semi went to John Burnett, over Seidel and Sullivan.

Junior/Expert heats were smooth and quick with Pearson easily winning his over Geoff Lowe and Spencer, on the Martin Cycle Ossa. Jorgy had little problem winning the second over Dan Hougue on the Braquet Cycle Yamaha. Skip Aksland and the Dad Adksland Racing Team (DART) were up to snuff in the third with Rick Graham easily in for second while Rusty Davis came up fast Junior for the day and won the fourth heat over Don Bailey and Dennis Huff.

In their semis, Skipper had the fastest time over Jorgy and Graham, with Spencer winning the other over Bailey and Mertens. This put all four rookie Experts in the mains while Scott Pearson was the alternate, after falling in the second semi and missing the transfer by one in a spirited comeback.

The 15 lap main for Novices was an easy one for Rod Sullivan after one restart which put Datan out for a few weeks after a triple pile-up on the second lap. Sullivan got the quick restart and never relinquished it with Seidel holding close for second over Mike Delacy, Burnett and Steve Harvey.

Lining up the 20 lap main got everyone stirred up with two National numbers, four rookie Experts and four Juniors. It was the Martin-tuned Ossa that got the holeshot and it works so well on and off the corners that it was good night from the leader. Jim Mertens got off in the first corner but got right back into it, while Lowe got off in the third and did likewise, at the end of the pack. As Spencer circuited the ⅛ mile, it was smoothness and grace that kept him past Rick Graham, riding the close line over Jorgy and Mike Kunsman.

After the halfway point Don Bailey got by Kunsman and they started a duel that brought back the memory of two weeks ago when Bailey took the lead in the Rookie of the Year contest, taking fifth in the Houston short track. Bailey wound up fourth for his effort.

On the white flag lap, Jorgensen pulled out all the stops on his Can-Am and got by Graham, who was also making his move to try on the Ossa, but Spencer dialed up the engine room for one more big one and held it.

Results in Results Section.

Ferraro, Douglas split muddy Plymouth

By Melinda Williams

PLYMOUTH, CA, FEB. 12

Nearly 400 riders braved the cold winds and rode a muddy track at Plymouth Raceway this Sunday although several didn't race the second moto; just gave up and decided to head home from the wet foothills.

Dana Waxmann got the holeshot in the first of the 125cc Expert races with Don Ferraro following him and staying ahead of Chalma Roberts. Going into the second moto Don Ferraro led the first two laps, then Danny "Magoo" Chandler took the lead to go on to first place with Ferraro finishing second and Chalma Roberts taking his second third placing for the day.

In the 250cc Expert race, Jim Lesniewski pulled out and led all the way with a battle going on behind him with Dave Wood, Don Ferraro and Phil Douglas. The race for second ended up Ferraro, Douglas and Wood. In the second moto, Jim Inglebright led the first two laps but Ferraro came up from seventh position to take over first in just four laps. Lesniewski developed trouble and didn't finish. Glen Woods did a great job of coming up from 12th to take a second place and Brian Jodry and Jim Inglebright were right behind.

The Open Expert race saw Danny "Magoo" Chandler taking a first on the muddy track. Phil Douglas and Delno Becker were trying to catch him all the way. Then, beginning the second moto, Magoo didn't come around on the first lap. Phil Douglas kept the lead, and Richard Buttner, Jim Inglebright and Delno Becker followed in the mud, trying to stay up on two wheels until they got the checkered flag.

Results in Results Section.

Denny doubles at Sand Hill Ranch

By W. H. Spencer

BRENTWOOD, CA, FEB. 17

Denny Spence doubled through both 250 and 500cc Expert main events at Sand Hill Ranch to regain the point lead in the race for Black Plate Number One. Spence lost out by a few points last year but is every bit in control for another try at the elusive digit.

Friday night racing is becoming a natural thing, despite cool weather and about as far out as one can get without leaving the Bay Area. But with each week the turnout gets better and the track stays good, so Tommy Anderson can look forward to an even better year under the auspices of D-36 and the AMA.

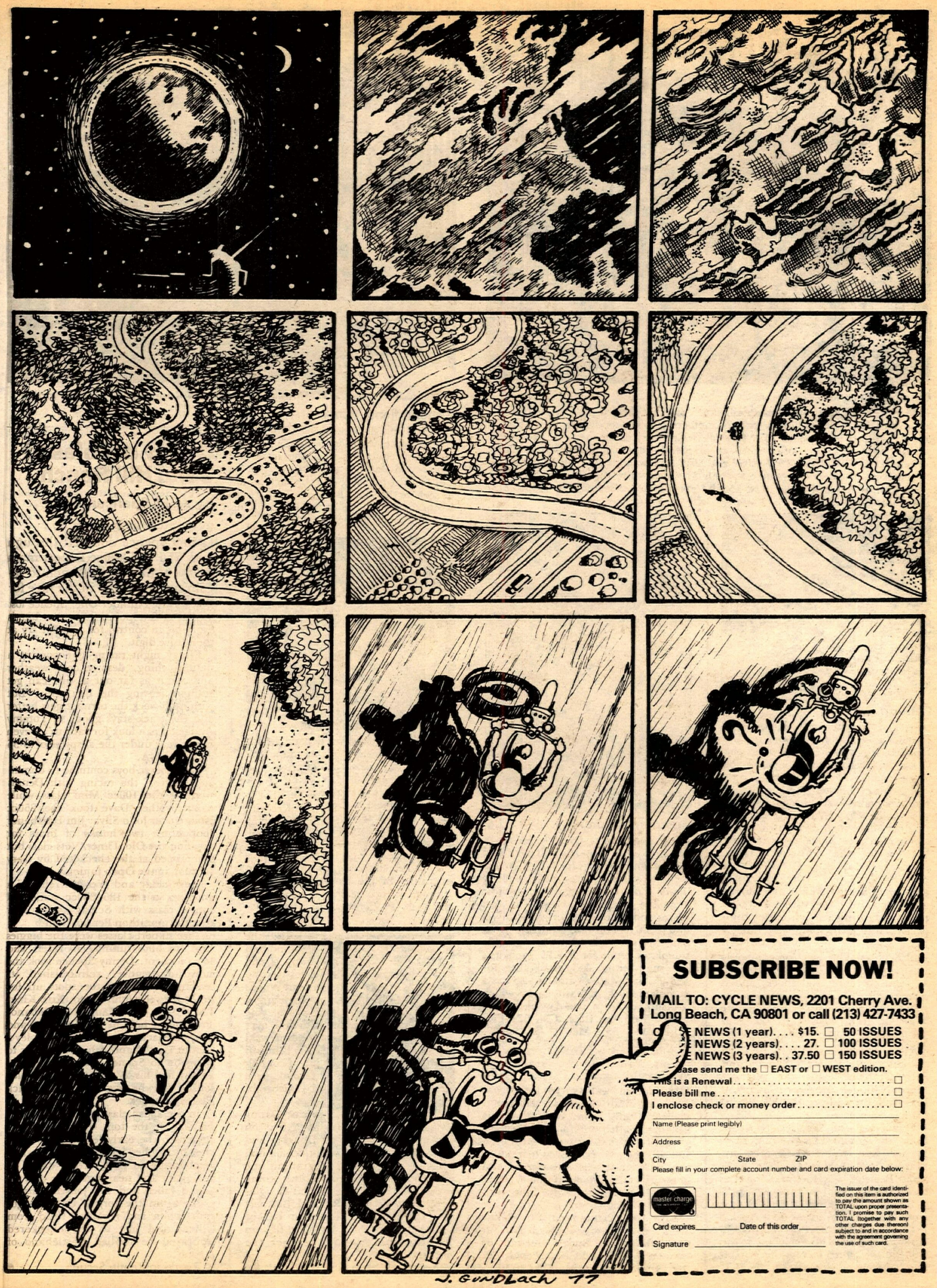
The Houser boys continue to dominate much of the racing with Dennis winning the 100cc Mini class while older brother Dave took the 250cc Novice over John Silva. Jim Hartbauer took home two hunks of brass for winning the Old Timer/Vets class but got nipped at the checkered by Gary Johnson in the Open Junior.

Joey Schlag and Wes Morrell had a good go in the 125/250cc combined Junior class with Schlag the winner over the marathon Penton rider.

Two Expert classes were the biggies with the 500s running 10 riders and lots of talent. Denny Spence took the jump and never relinquished it, leaving the rest of the spots up for grabs between John Proto, Kirk King, Jim Foley and Danny Castlehano. Proto hit a hole in the first turn and dropped back, giving King and Foley a shot at Castlehano, who was trying to hang on to Spence. It was no go as Denny had his YZ dialed in and Foley looked like he was making a Black Plate comeback.

In the 250cc class Spence had it all his way at the top, but it was Alex Jorgensen the early leader. But as in the heat, he fell and even after remounting to take second back, he fell again and nearly got run over by Jimbo Filice and the Jensen Suzuki. Once again the Jorgy's Can-Am got into action and regained third from Filice, and just as the checkered appeared he robbed Castlehano of second.

Results in Results Section. ●



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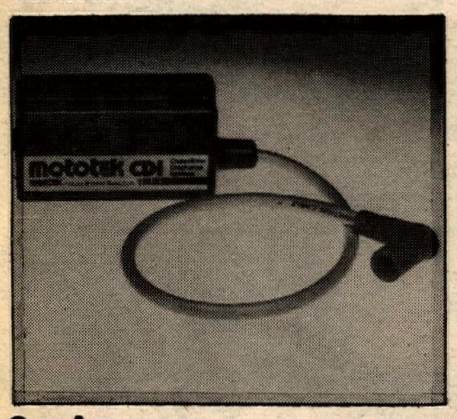
NEW PRODUCTS

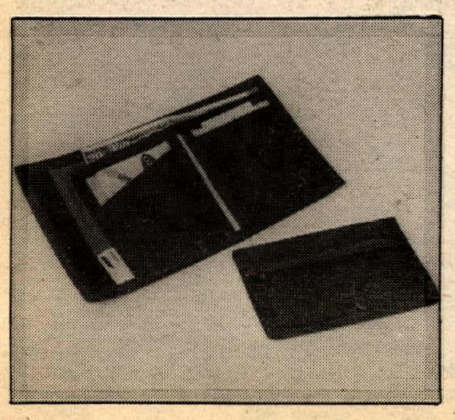
Organosiloxane?????!

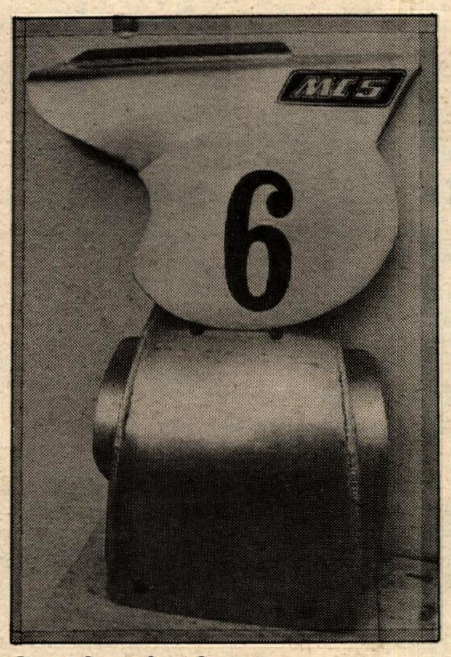
PJ1's new fork oil features "Organosiloxane" (say that three times fast), which they claim combats foaming during extreme motocross racing conditions. Newest of the PJ1 Lubricants line is SAE 15W fork oil, which they claim meets or exceeds all major motorcycle manufacturers' recommendations. Yamaha Motor Corp. recommends 15W, 10W, 15W, 20W and 30W SAE weights and can be purchased at motorcycle dealers everywhere for only $1.69, or write P.J. Harvey, President, American Advertising, Dept. CN, 15840 Ventura Blvd., Encino, CA 91436, 213/986-3413.



Can-Am zap

Martek Products, Inc., famous for producing electronic ignitions for the Japanese street multis, now offers the CD-40 replacement racing ignition for single-cylinder Can-Ams. What, you say? Single cylinder engines are all that Can-Am makes? Well, we got news for you bunkie. Up in Valcourt, Canada, sit a hot 500cc road racing twin and a companion street model never released because of the emission laws. Anyway, Martek's CD-40 is a replacement for the original equipment Bosch CDI and available at a lower cost. It comes with a universal type mounting, a silicone high performance spark plug wire, and it has a faster rise time to fire through fouled plugs. The electronic module (layman's term: black box) is designed to resist corrosion and shock, and is water-tight. Electronic ignitions for most major motorcycles will be available from Martek in the near future. See your dealer, or write Martek Products, Inc., Dept. CN, 3001 Red Hill Ave., Building 4, Costa Mesa, CA 92626.





Austrian aluminum

Some issues back, *Cycle News* ran a product test on the Trails End aluminum sideplates for KTMs. While we liked the sideplates, unfortunately Trails End had closed their doors. Now the sideplates, as well as skid plates and other accessories for MC-5 and GS-6 KTMs are available from San Mateo Yamaha. The durable sideplates retail for $16.95 each and the snug-fitting skid plate goes for $26.95. San Mateo Yamaha also has a complete stock of hard parts, which are shipped on a one-day basis. San Mateo Yamaha, Dept. CN, 521 East Fifth Ave., San Mateo, CA 94402. 415/347-4758.

Wallets

Open up your wallets friends, because Malcolm Smith is gonna sell you a wallet. That's right; instead of the bulging leather billfolds that have plagued our buns for years, Malcolm is introducing to the motorcycle industry this neat, inexpensive, practical and colorful wallet. Made of 100% nylon with Velcro® fasteners, they last forever. Retailing for $7.95, there are lots of color combinations to choose from and they are available from your local Malcolm Smith dealer, or contact Malcolm Smith, Dept. CN, 7563 Indiana, Riverside, CA 92504.

Kundendienst Schule

All good things come to he who waits. In Europe they have a different saying. School comes to those who sell BMWs. "School Mobiles" roam the European continent equipped with the latest training aids, tools, and in the case of motorcycle dealers, a demonstration model. Munich's famous "four-cylinder" BMW office building is in the background. The TV Tower, of Olympic's fame, can be seen on the left. Both are a short subway ride away from the world-famous Hofbrau House, one of the few drinking establishments with its own brewery — ideal for bench racing.

Avoid frostbitten pinkies

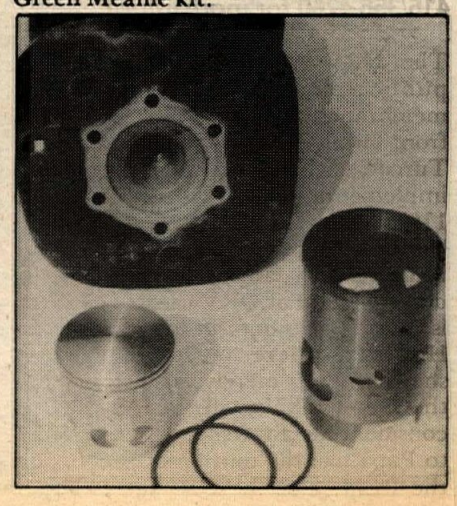
The 10 digits that you depend on for anything from the most mundane and basic to the most exhilarating and exciting, are usually the least protected part of the rider. Give your fingers a break! Webco's All Weather Hand Guards feature half-inch thick foam to protect from flying rocks, tree limbs and bitter cold. Simply snap over handlebar ends and your hands are protected while unrestricted in operation of the controls. Available through Webco dealers at a suggested retail of $9.75 per pair (Part No. 1624).

It's in the bag

Keep your helmet from crashing around without your head in it by keeping it safe and warm in a low-priced Nolan Helmet Bag from Racecrafters International. Constructed of reinforced canvas with a rubberized inter-liner, the bag has adjustable leather handles so you may carry it by hand or over the shoulder. Plenty of room for a full-size helmet plus goggles, gloves, etc. Specially priced at only $9.95 plus $2 shipping/handling. Skip the shipping/handling chrge when you order an extra for your favorite pit tootsie. Racecrafters International, Dept. CN, 7801 Canoga Ave., Canoga Park, CA 91304, 213/999-2811.

301cc Yam bogwheeler

A 301cc Yamaha trials bike? A new model? Not 'zactly. The Tryals Shoppe, an outfit run by a group of true Southern gentlemen, offers a big bore kit to turn your TY250 into a TY301. In addition to increased torque and horsepower, the kit smoothes out power throughout the entire range. The 301cc kit also includes extra flywheel weight to further smoothe out low rev running. Stop drooling at the sight of a 350 or 348, contact the Tryals Shoppe for more info on the kit and other fine tryals products. The Tryals Shoppe, Dept. CN, Rt. 4, Box 43, Cookeville, TN 38501; 615/526-4829. Kawasaki KT250 owners inquire about the 305cc Green Meanie kit.



THE LATEST POOP BY PAPA WEALEY

(Continued from page 2)

Association, will feature four movies on off-road racing and is free to the general public.

Morris Industries, the mag wheel manufacturer has moved its operations to a new facility located at 2901 West Garry Ave., Santa Ana, CA 92704. The telephone number 714/540-5206 remains the same.

Gary Nelson of G&N Cycles in Sherwood, OR, announced the signing of Troy Folck, a Pro since age 13, to ride a 250cc Husqvarna in all Northwest events this season. If you feel a touch of *deja vu*, it's because G&N Cycles sponsored an up-and-coming Pro by the name of Chuck Sun.

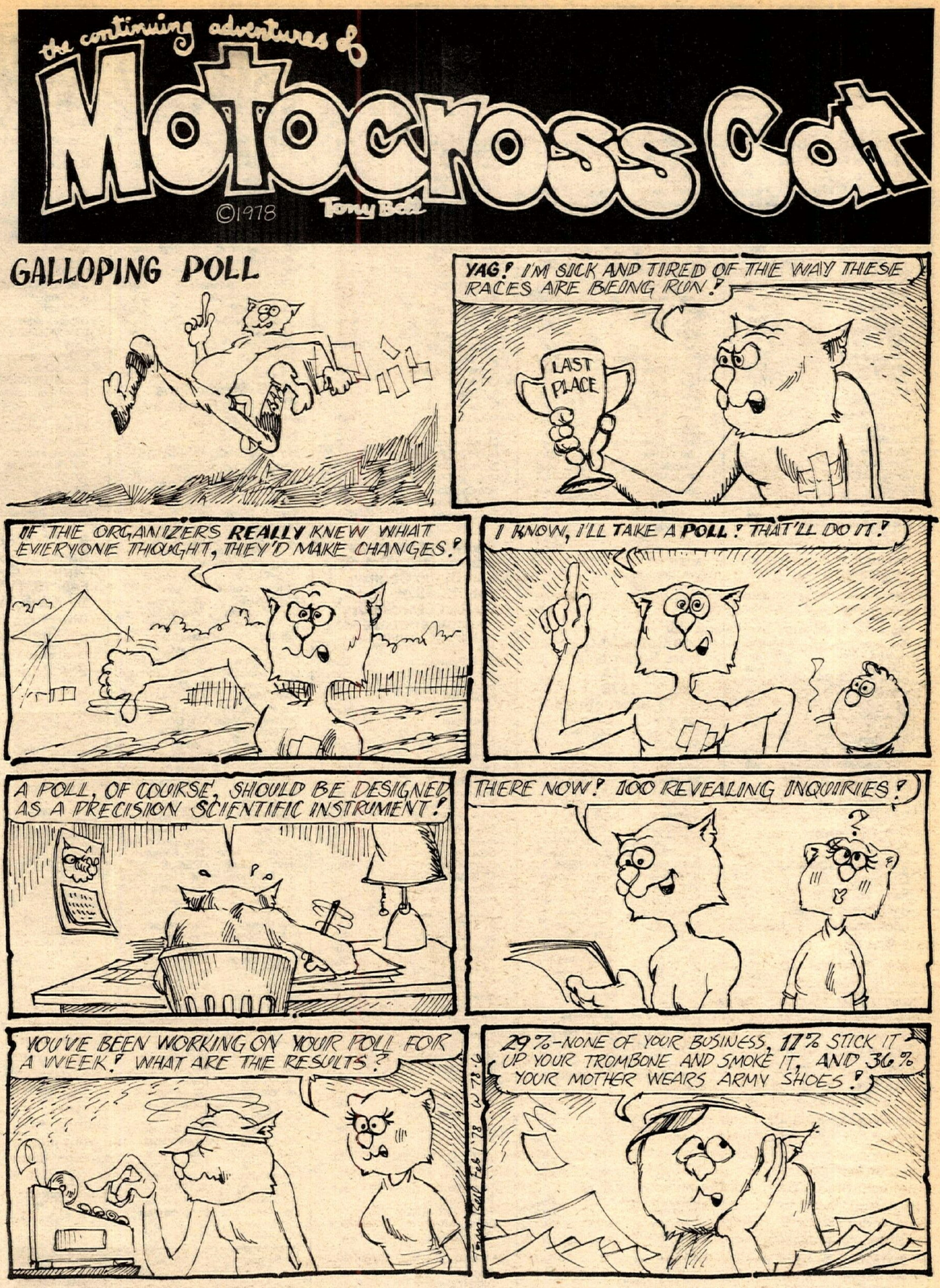
Clifford M. Reback was promoted to the position of vice president of Fuqua Cycle, according to an announcement made by Ted Davis, president of Fuqua Cycle. The Fuqua Cycle group includes: Fox Distributing, Arlington, TX; Full House, Columbus, OH; Wheelsport, Portland, OR; and Columbus Cycle, a Columbus, OH, based bicycle distributorship. Reback joined the firm in 1975.

Entries are not open for the American Motocross Enterprises $50,000 Trans-AME Series, which begins April 2 at Saddleback Park in Orange, CA. The series has $30,000 in Pro purses plus $20,000 in Sportsman awards and contingencies. Check our Calendar for series dates and call AME at 213/881-5778 for entry information.

The Texas Cross Country Racing Association will sanction a series of 16 cross country races in Texas, beginning March 5 at Lake 5 at Lake Whitney cycle Ranch. There will be five othr tracks: Oak Hill, World of Animals, Azle, Rocky Ridge and Milford. Point standings will be kept and there is a new Professional class. Contact the TCCRA at 1918 River Bend Rd., Arlington, TX 76014, 817/460-3896.

American Motocross Enterprises added five new Northern California tracks to their program: Sacramento OHV Park, Knob Hill Ranch, Carnegie Park, Helvetia Park, Argyll Park and Mountain High. Contact D&C Promotions, 415/686-3172, and Zap Promotions, 415/355-4760 for more information.

The ORV Monitor, a Sierra Club publication, quoted from a memorandum dated July 15, 1977 from acting BLM Director George Turcott to BLM field offices regarding implementation of Executive Order 11989, which modified E.O. 11644. "Section 9 (a) required closure or restriction of an area...when it is determined that ORV use will cause or is causing *considerable adverse effects*. However, there must be a clear showing, not merely suspicion, that the use of ORVs will, in fact, have a considerable adverse impact." Looks to Papa like the burden of proof is on the BLM, and the ORV users better pin them to the wall on every point of evidence used in a land closure.



Jay Springsteen will see action at Daytona in the International Lightweight (250cc) event.

The BLM announced the closure of 2,300 acres located in the Hole and Jericho Creek watersheds of Lake County, CA. The closure, which takes effect March 31, 1978, is effective until further notice, though the area will be open to all other resource and recreation uses. A map showing the boundaries of where we got screwed again is available from the Burea of Land Management Office, 555 Leslie Street, Ukiah, CA 95482.

A draft of the environmental statement for the Land Management Plant of the Keeler Planning Unit in Lincoln County, MT, is available for inspection in USDA Forest Service offices in Missoula, Libby and Troy, MT, or by writing to USDA, Forest Service, Kootenai National Forest, P.O. Box AS, Libby, MT 59923, or USDA, Forest Service, Troy Ranger Station, Troy, MT 59935. Comments of the Draft Environmental Statement must be received by March 31.

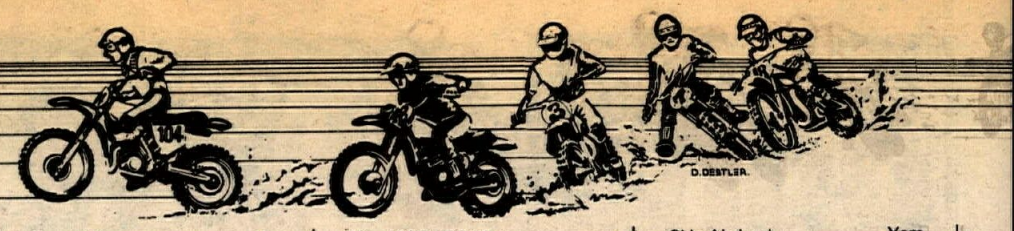
Make your plans to join the Phantom Duck of the Desert in an unorganized, unsanctioned trail ride between Barstow, CA, and Las Vegas, NV, using existing trails between the two cities. The date will be the traditional Saturday after Thanksgiving, this year Nov. 25.

Madeleine Read, wife of eight times World Champion Phil Read, was found dead in bed at the couple's home in England on Sunday, February 12. Cause of death was not released pending a post-mortem examination.

Roxy Rockwood will once again present the annual Webco Radio Show during Daytona Speed Week. The show will emenate from the Hawaiian Inn Hotel on S. Atlantic Avenue from March 6 through Sunday, March 12. It starts nightly at 10:30 p.m. with the first half-hour live on radio and the last hour or so just to the crowd on hand.

This will be the 13th year Rockwood has interviewed the stars on the show and he says "mark down Thursday night (March 9) as the night Kenny Roberts will be interviewed."

RESULTS



CMC Motocross
Saddleback Park
Orange, CA
Feb. 19, 1978
By Patti Firth-Trotter

MINI JR	
Mike English	Yam
Todd Behlings	Yam
T.D. Swets	Suz
MINI INT	
Greg Duffy	Yam
MINI EX	
Jeff Stanford	Yam
Erik Kehoe	Yam
Scott Davis	Suz
100 JR	
Tommy Basaker	Yam
Jim Rose	C.H.
Jerry Greer	Yam
125 PRO	
Ron Turner	FMF
Chappy Blose	Suz
Rick Maki	Suz
125 INT	
Matt Nelson	Suz
Zach Halopoff	Suz
Andy Northrup	S.O.P.
125 JR	
Curt McCuistion	Yam
Joe Green	Suz
Richard Boitean	Suz
250 PRO	
David Williams	Mai
Ron Turner	FMF
Jim Domann	D.G.
250 INT	
Jerry Raymer	Yam
Philip Taboada	Mai
O.C. Moore	Suz
250 JR	
Rich Zobel	Xup
Howard Wright	Yam
David Cooke	Suz
OPEN PRO	
Alan Smith	Hus
Ken Morgan	Suz
Mark Rodman	Yam
OPEN INT	
Ron Vtaski	Suz
John Steele	Yam
Mike Quibodeaux	Hus
OPEN JR	
Rick Laughery	Yam
Davy Schlossberg	Yam
Frank Emerson	Hus

R.A.C.E. short track & half mile
Corona Raceway
Corona, CA
Feb. 15, 1978
By Elaine Jones

SHORT TRACK	
MINI	
Curtis Cannon	Yam
Roger Thompson	Yam
Kevin Clark	Yam
125cc NOV	
David Berg	Hon
Randy Howard	Yam
250cc AM/EX	
Dylan Neihart	Yam
Bobby Garabedian	Yam
Mark Butler	Yam
OPEN	
Pat Dobbins	Yam
Scott Shoup	Yam
Terry Statum	Yam
MONEY	
Pat Dobbins	Yam
Dylan Neihart	Yam
Rich Rockhard	Tri
HALF MILE	
MINI	
Curtis Cannon	Yam
Roger Thompson	Yam
Kevin Clark	Yam
125cc NOV	
David Berg	Hon
Randy Howard	Yam
Curtis Cannon	Yam
250cc AM/EX	
Bobby Garabedian	Yam
Don Waffle	Yam
Dylan Neihart	Yam
OPEN NOV	
Scott Shoup	Yam
Steve Hodgson	Yam
OPEN AM/EX	
Mike Minnig	Yam
Terry Statum	Yam
Don Waffle	Yam
MONEY	
Pee Wee Gleason	H-D
Wayne Rainey	Yam
Mike Minning	Yam

TROPHY PICKUP

So. Ca. MC & Desert Knights trophy presentation will be held March 4th at 8:00 p.m. at the American Legion Post #193, 14541 Sylvan St., Van Nuys. Live band & free "refreshments" $3.00 a person or $5.00 a couple. For further info call Rory (213) 894-7756. (9)

Maywood Trophy presentation, Toys for Tots. 7:00 till approx. 2300 hrs. March 3, 1978. Los Alamitos Naval Air Station, ½ mile west of race track on Katella Ave. Main gate. East on Katella off 605 Fry. Beer, wine, music on us. (8)

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pickup, Box 498, Long Beach, CA 90801.

D-36
Los Gatos M.C.
Hare Scrambles
Hollister, CA
Feb. 12, 1978
By TT Productions

125 NOV	Jim Dieu
Doug Dewitt	Mike Brumit
Mike Kelly	250 JR
Joe Vasquez	Bruce Bowman
125 JR	Jim Felice
Kent Woods	Dan Bowdon
Harry Bellicitti	250 EX
O.T. NOV	Dick Ridley
Rod Brazil	Ron Knarr
John Shields	Jerry Jackson
O.T. JR & EX	OPEN NOV
Ned Marindino	John Welch
Bill Austin	Mark Mayer
Bill O'Brian	Greg Leopold
VET NOV	OPEN JR
John Balzer	Gunther Gmelin
Rich Carlson	Bob Tornai
Mike Arthur	Len Perham
VET JR	OPEN EX
John Silva	Phil Jacobson
250 NOV	Gary Vanderpool
Dve La Faille	Chris Carter

C.E.S. Promotions
Plymouth Raceway
Plymouth, CA
Feb. 12, 1978
By Melinda Williams

125 EX	
Don Ferraro	Suz
Chalma Roberts	Suz
Dan Chandler	—
125 JR DIV 1	
Curt Crosbie	Yam
Chris Raza	Hon
Kevin Droivold	Suz
125 JR DIV II	
DeWayne Swee	Suz
Scott Rebuck	Yam
Mark Zeissler	Suz
125 NOV DIV I	
Pete Langley	Suz
Mike Beckett	Suz
Ron Hess	Suz
125 NOV DIV II	
Rick Lane	Suz
Sandy Enzweiler	Suz
Jerry Vierra	Suz
125 NOV DIV III	
Bill Carlson	Suz
Jimmy Robertson	Suz
Gregg Droivold	Suz
250 EX	
Don Ferraro	Suz
Brian Jodry	Suz
Jim Inglebright	Mai
250 JR	
David Mozingo	Suz
Rick DeLong	Mai
Mike Cook	Yam
250 NOV DIV I	
Russ Whetten	Suz
Dan McNally	Yam
Tony Berluti	Yam
250 NOV DIV II	
Rich McQuade	—
Ken Nystrom	Hus
Stephen Carley	Suz
OPEN EX	
Phil Douglas	Mai
Delno Becker, Jr.	Mai
Curt Wilcox	Yam
OPEN JR	
Jeff Cunningham	Hus
Tim Hart	Yam
Van Lawrence	Suz
OPEN NOV	
Dan Steele	Yam
Steve Machado	Yam
Robert Shackleford	Hus
POWDERPUFF	
Lisa Guiffra	Yam
Donna McGlothin	Suz
100 SPORTSMEN	
Wade Wilson	Suz
Cory Cantaloupi	Yam
MINI JR (80)	
Jim Olson	Yam
John Lucero	Hon
MINI NOV (80)	
Dan Dockter	Suz
Ronnie Williams	Suz
Steve Bost	Yam
MINI NOV (100)	
Lance Coleman	Yam
Larry Coleman	Yam
Jeff Alexander	Yam
VET EX	
Bruce Wagenman	Hus
VET NOV	
Ray Ehlers	Hus
Bruce Neumann	Hus
Mike McKee	Yam
OLD TIMERS EX	
Cloyse Holland, Sr.	Hus
OLD TIMER JR	
Delno Becker, Sr.	Mai
OLD TIMER NOV	
Ron Claswon	Mai
Curt McMahon	Bul
Earl Lewellen	Suz

CMMC Motocross
Barona Oaks Rcwy.
San Diego County
Feb. 19, 1978
By Rod Eschenburg

HOUSTON ASTRODOME GNC	
QUALIFYING MOTOS	
105 MINI	
Scott Burnworth	Suz
Bobby Sullivan	Suz
Eric Baker	Suz
MINI MINI	
Jon-Jon Belisle	Hon
Paul Denis	Ita
JR MINI	
Ronnie Lechien	Yam
Sam Storer	Suz
David Crowson	Yam
SR MINI	
Bryon Antonacci	Yam
Bobbie Sullivan	Suz
Mark Meridith	Suz
105 MINI	
Bobby Sullivan	Suz
Scott Swift	Suz
Scott Hamilton	Yam
MOD MINI 12-16 EX	
Bobby Sullivan	Suz
Eric Baker	Suz
Mark Meridith	Suz
ST MINI 12-16 EX	
Scott Burnworth	Suz
Mark Meridith	Suz
Tibbs McCullough	Suz
MOD MINI 12-16 INT	
Sean Gilboy	Suz
Scott Swift	Yam
Scott Brown	Yam
ST MINI 12-16 INT	
Mike Word	Suz
Chip Vogel	—
Mike Monsegur	Suz
MOD MINI 9-11 INT	
Paul Dennis	Yam
Dirk Doucette	Suz
Kurtie Hendrickson	Suz
ST MINI 9-11 INT	
Jon-Jon Belisle	Hon
Rudy Dickinson	Suz
Larry Brooks	Yam
MOD MINI 12-16 NOV	
Chris Swift	Suz
Terry Murray	Suz
Terry Drefuss	—
ST MINI 12-16 NOV DIV I	
Chris Swift	Suz
John Brantley	—
Steve Andre	—
ST MINI 12-16 NOV DIV II	
Joel Ravy	Yam
Todd Dickinson	Suz
Terry Murray	Suz
MOD MINI 9-11 NOV	
Mike Healey	Suz
Paul Smith	—
Blair Hardesty	Yam
ST MINI 9-11 NOV DIV I	
Brandon Schneider	—
Mike Healey	Suz
Blair Hardesty	Yam
ST MINI 9-11 NOV DIV II	
Tim Slayton	—
Peter Lepp	—
Troy DenHam	—
JR CYCLE MOD 9-11	
Jon-Jon Belisle	Ita
Paul Denis	Ita
Brandon Schneider	Ita
JR CYCLE ST 9-11	
Paul Denis	Ita
Mike Healey	Ita
Brad Johnson	Ita
JR CYCLE MOD 0-8	
Sean Frampton	Suz
Steve Hale	Ita
Walt Armendariz	Ita
JR CYCLE ST 0-8	
Sean Frampton	Suz
Tim Heath	Suz
Ronnie Thomas	Suz
POWDER PUFF	
Tammy McCuire	Yam
Kyrene Frampton	Suz
Terri Sampson	Suz
125cc MC EX	
Scott Johnson	Suz
Bobby Lackey	Suz
Scott Johnston	Yam
125cc MC INT	
Curtis Rough	Yam
Scott Burnworth	Suz
Phil Johnson	Yam
125cc MC NOV	
Jon Blake	Yam
Todd Lesser	Yam
Gary Kincaid	Suz
100cc MC INT	
Tibbs McCullough	Suz
Scott Burnworth	Suz
Curtis Rough	Yam
100cc MC NOV	
Jon Blake	Yam
Ken Coon	Yam
Ken Warne	Yam

C.E.S. Promotions
Plymouth Raceway
Plymouth, CA
Feb. 12, 1978
By Melinda Williams

FINALS OF FOUR-EVENT SERIES FOR HANGTOWN SPORTSMAN DAY

125 EX	250 NOV
Tony Corry, Jr.	Russ Whitten
Dan Ferraro	Raymond Rust
John Land	Dan McNally
Greg Muscatell	Tony Berlutt
Randy Chapman	Kenneth Sommer
Dave Dickey	Mike Parson
Randy Pockrandt	Rick Langley
ALTERNATE	Steve Parks
Dana Waxham	Greg Middleton
Nick Casheros	Mike Fudge
125 JR	Dave Clark
Kevin Droivold	Steve Carley
Curt Crosbie	Scott Stephens
Fred Tunnicliff	Dennis Scoupate
Mike Scott	Paul Hanson
Darryl Mayer	ALTERNATE
Darrell Chapman	Harry Bradwell
DeWayne Sweet	Dan Dossey
ALTERNATE	OPEN EX
Tony Arnold	George Cheatham
Neil Goforth	Phil Douglas
Chriz Raza	Vance Beauchamp
125 NOV	Delno Becker, Jr.
Bill Carlson	Duane Joice
Pete Langley	Dick Buttner
Greg Droivold	Raymond Spoe
Ron Hess	ALTERNATE
Mike Harper	Jim Alarcon
Jimmy Robertsor	John Seggau
Steve Stockwell	OPEN JR
Tom Estrado	Jeff Cunningham
Mike Ornella	Jim Giuffra
Mike Beckett	Van Lawrence
Arnie Watkins	Ed Ormsby
Tom McKinny	Gary Pattison
Rich Goldberg	Tim Hart
Kevin Cdieus	Bryan Golred
Dant Enderson	ALTERNATE
ALTERNATE	Paul McGraty
Del Lane	Bob McCowan
Mark Bowman	OPEN NOV
250 EX	Dan Steele
Don Wilson	Robert Shackleford
Shaun Hybarger	Mike Jenson
Jim Fratino	Bill Lingley
Jim Inglebright	Mark Shumate
Allen Berluti	Dennis Williams
Randy Cash	Danny Souza
Dan Wallers	John Engbretson
ALTERNATE	Tom Bracamonte
Don Cody	Ken Morrill
John Volk	Mike Bennett
250 JR	Ray Marshall
Dave Drozingo	Scott Emery
Jeff Greene	Doug Pockrandt
Steve Coffey	Kevin Oneto
Rich DeLong	ALTERNATE
Rich Schumacher	Ed Gonzales
Glen Reed	Larry Hartnett
Tom Larson	
ALTERNATE	
Spoof Pena	
Joe Bertran	

A.M.E.
Racing World
Trabuco Cyn., CA
Feb. 19, 1978
By Judy Greenberg

PEE WEES	
Kevin Samford	Itj
Bobby Dlugos	Ind
Sid Graser	—
JR CYCLE EX	
Rick Hemme	Itj
Eddie Hicks	Itj
Don Feeley	Itj
JR CYCLE INT	
Michael Knapp	Itj
Raymond Swearinger	Suz
Carl Tignino	Itj
JR CYCLE JRS	
Larry Turner	Suz
Bobby Headworth	Hon
Marty Richard	Suz
105cc MINI OPEN	
Johner Kight	Yam
Pat McConnell	Yam
Richard Ising	Yam
83cc MOD EX	
Pat McConnell	Yam
Johner Kight	Yam
Richard Ising	Yam
83cc MOD INT	
John Hemme	Yam
Jack Greenberg	Suz
Rick Hemme	Yam
83cc MOD JRS 12+	
Darryl Doya	Suz
Randy Itow	Suz
Joey Bauer	Suz
83cc MOD JRS 9-11 YRS	
Jey Sapp	Suz
Ty Maddux	Suz
Gary Szilagyi	Suz
83cc STOCK JRS 12+	
Ray Swartz	Yam
Joey Bauer	Suz
Ken Morton	Yam
83cc STOCK JRS 9-11	
Jey Sapp	Suz
Ty Maddux	Suz
Gilbert Valdez	Suz
83cc MOD BEG	
Larry Daniel	Yam
Larry Castleman	Suz
Jake Roach	Yam
83cc STOCK BEG 12+	
Albert Godinez	Suz
Ted Knipe	—
Preston Wade	Yam
83cc STOCK BEG	
Don Turk	Yam
Michael Knapp	Yam
Lori Edmundsen	Hon
100 MOTORCYCLES	
Barry Eckess	Yam
Richard Ising	Yam
Jack Greenberg	Suz

A.M.E. Motocross
Racing World
Trabuco Cyn., CA
Feb. 19, 1978
By Keith Clemons

OPEN PRO	
Lance Moorewood	Suz
Bill Hagen	Yam
Chip Howell	Hus
250 PRO	
Dave Erodkin	Yam
Rich Bland	Suz
Bob Walker	Yam
125 PRO	
Mike Brown	Suz
100 PRO	
Jimmy Holley	Yam
Adam Renteria	Yam
250 INT	
C. Okimoto	Yam
Allen Kent	KTM
Joe Rodriguez	Yam
125 INT	
Stormin' Norman	Suz
D. Himmelrich	Yam
Rick Collins	Suz
100 INT	
Rick Savers	Yam
Jim Beckers	Hon
OPEN JR	
M. Robinson	Yam
D. Holley	Yam
Joe Marks	Yam
250 JR	
David Simon	Hus
B. Paquette	—
T. Stratton	Hus
125 JR	
Roger Vilaubi	Yam
J. Whitfield	Yam
D. Hubson	Suz
100 JR	
Jim Coffey	Yam
Ryan Eide	D.G.
Robert Omectin	Yam
OPEN BEG	
Pete Pear	Yam
Rick Vines	Yam
250 BEG	
Dave Harris	Mai
Gilbert Mendez	Mai
J. Nichols	Suz
125 BEG	
Ron Burr	Hon
Greig Wilcoxen	Suz
Mark Osenbaugh	Yam
100 BEG	
Dave Kirby	Suz
E. Schonert	Yam

Pioneer Pro Short Track
Oakdale, CA
Feb. 19, 1978
By W.H. Spencer

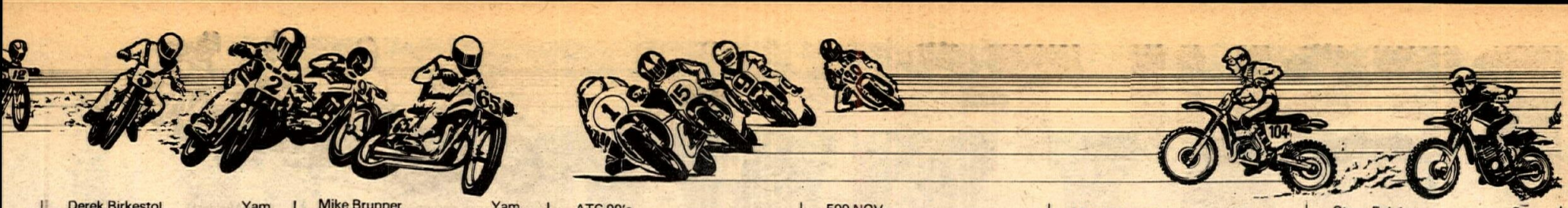
JR/EX FAST TIME	
Scott Pearson	16:669
NOV FAST TIME	
Ken Robicheaux	16:868
NOV HT. 1	
Ken Robicheaux	H-D
Steve Adkins	Yam
Kim Jorgensen	C-A
NOV HT. 2	
Jeff Hanes	Yam
Ron Day	Yam
Manuel Datan	Yam
NOV HT. 3	
Ryan Seidel	Yam
John McBroom	Yam
Dave Ryan	Yam
NOV HT. 4	
John Burnett	Yam
Ben Zakarian	Bul
Randy Blankenship	Yam
JR/EX HT. 1	
Scott Pearson	H-D
Geoff Lowe	C-A
Rod Spencer	Oss
JR/EX HT. 2	
Alex Jorgensen	C-A
Dan Hogue	Yam
Buddy Robinson	C-A
JR/EX HT. 3	
Skip Aksland	Yam
Rick Graham	Yam
Scott Dinkins	Yam
JR/EX HT. 4	
Rusty Davis	Yam
Don Bailey	Yam
Dennis Huff	Yam
NOV SEMI 1	
Ron Day	Yam
Dave Ryan	Yam
Mike Delacy	Yam
NOV SEMI 2	
John Burnett	Yam
Ryan Seidel	Yam
Rod Sullivan	Yam
JR/EX SEMI 1	
Skip Aksland	Yam
Alex Jorgensen	C-A
Rick Graham	Yam
JR/EX SEMI 2	
Rod Spencer	Oss
Don Bailey	Yam
Jim Mertens	Yam
NOV MAIN	
Rod Sullivan	Yam
Ryan Seidel	Yam
Mike Delacy	Yam
JR/EX MAIN	
Rod Spencer	Oss
Alex Jorgensen	C-A
Rick Graham	Yam

Sand Hill Rough Scr.
Brentwood, CA
Feb. 17, 1978
By W.H. Spencer

MINI NOV	
Rick Olson	Suz
Troy Barazoto	Yam
Dave Parking	Suz
100 MINI	
Dennis Houser	Yam
Greg Gray	Yam
125 NOV	
Dallas Hamilton	Suz
Art Figaroa	Suz
Jim Morton	Yam
250 NOV	
Dave Houser	Yam
John Silva	Yam
VETS/OT	
Jim Hartbauer	Yam
250 EX	
Denny Spence	Yam
Alex Jorgensen	C-A
125 & 250 JR	
Joey Schlag	Suz
Wes Morrell	Pen
OPEN JR	
Gary Johnson	Yam
Jim Hartbauer	Yam
OPEN EX	
Denny Spence	Yam
Danny Castlehano	Yam
Jim Foley	Yam

Winter Series Race 7
Puyallup Rcwy Pk.
Puyallup, WA
Feb. 19, 1978
By Sue Sykes

MINI EX	
Richard Shewmaker	Suz
Chad Jeffery	Yam
Cory Klaudt	Suz
MINI JR	
Jim Lemieux	Suz
Dan Gorham	Yam
C. Tent Mourer	Suz
100 INT	
Eric Eaton	Suz
Robb Manning	Yam
Brett Young	Yam
100 JR	
Brad Bolmes	Suz
Roger Kenny	Suz
Mike Felt	Yam
125 PRO	
Duane Marker	FMF
Mike LaMarch	Suz
Bob Klemp	Suz
125 INT	
Sam Baderdeen	Suz
Kenny New	Yam
Tom Dougherty	Suz
125 JR	
Marty Plumb	Suz
Tim Krienke	Suz
Darren Schmor	Suz
250 PRO	
Tim Michlitsch	Yam
Tom Poage	Yam
Duane Marker	FMF
250 INT	
Rob DiMarco	Suz
Mike Mohrbacher	Hus
Jeff Moore	Suz
250 JR	
Rob Battson	Mon
Stacy Thornton	Kaw
Ken Hoehn	Yam
OPEN PRO	
Rick Burgett	Yam
Clint Calhoun	Suz
Don Carpenter	Hus
OPEN INT	
Rusty Hoehn	Yam
Ren Long	KTM
Mike Sutherland	Suz
OPEN JR	
Doug Topp	Yam
James Glenn	Yam
Murray Sherstobetoff	Yam
MINI INT	
Don Gores	Suz
Doug Massey	Suz



Derek Birkestol	Yam
PEE WEE	
Frosty Corcoran	Ita
Jeff Munson	Hon
Brad Jeffery	Ita
OVER THE HILL	
Bob White	Yam
Bob Harrison	Mai
Mike Hickman	Yam
OLD TIMERS	
Bill Naylor	Yam
Don Irwin	Yam
Jim Newman	Mai

Midway Cycle Park Clovis, N.M. Feb. 12, 1978 By Sid Turner

MINI MINI	
Bubba Robinson	Suz
Jon Birdsong	Ita
Brian Perrero	Hon
MINI JR	
Brother Martinez	Yam
David Walker	Yam
Drooper Greenwalt	Yam
MINI SR	
Randy Seawright	Suz
Mike McIntyre	Yam
Tray McIntyre	Yam
MINI 105	
Bubba Robinson	Yam
100cc	
Steve Hughes	Yam
David Ennis	Yam
Tres Craig	Yam
125 NOV	
Mike Peebles	Yam
Tony Iovinell	Yam
Casey McCasland	Yam
125 INT	
Robert Martin	Yam
Kenny Williams	Yam
Jody Ward	Yam
125 EX	
Steve LaPointe	Yam
Shawn Perrero	Suz
Rick Beaman	Suz
250 NOV	
Mike Peebles	Yam
Michael Barningham	Yam
Bryce Moyer	Suz
250 INT	
Kevin Cardinal	Kaw
Danny Hooks	Kaw
Mike Haynes	Yam
250 EX	
Maby McIntyre	Yam
Steve LaPointe	Yam
Shawn Perrero	Yam
OPEN	
Mike Peebles	Yam
Jimmy Ray	Yam
Ken Hicks	Yam
OPEN EX	
Maby McIntyre	Yam
Joel Craig	Yam
OLD TIMERS	
Roger Hamilton	Kaw
Marshall Mull	Yam

DeAnza MX Sunnymead, CA Feb. 19, 1978 By Ron Lawson

MINI BEG	
Foster Edwards	Yam
Dave Frear	Suz
Chad Werner	Yam
MINI NOV	
Richard Hoffman	Suz
Eddie "Tiger" Michetti	Yam
Larry Lawrence	Suz
MINI EX	
Eric Collins	Yam
Tod Gibboney	Suz
125 BEG	
Bob Frye	Suz
Jeff Monroe	Yam
Butch Wirtz	Hon
125 NOV	
Don Jackson	Yam
Jim Hullett	Yam
Jeff Wagner	Yam
125 INT	
Chuck Greeson	Yam
Ken Odra	Yam
Gregg Gibboney	Suz
125 EX	
Dennis Vetter	Suz
Jeff Blix	Suz
250 BEG	
Chasey Mitchell	Suz
Luther French	Suz
Danny Torres	Suz
250 NOV	
Butch Baker	Yam
Joe McManus	Suz
Doug White	Suz
250 INT	
John Silva	Kaw
Scott Quick	Suz
Bob Broten	Yam
OPEN BEG	
Robert Russell	Yam
John Mohr	Suz
Mike Brunner	Yam
OPEN NOV	
Glenn Glass	Yam
Buddy Bittner	Yam
Bill Koch	Suz
OPEN EX	
Chuck Pettigrew	Mai
Tag Turner	Mai
David Aleman	Yam

A.M.E. Sweepstakes Finale Sprockets Park Bakersfield, CA Feb. 19, 1978 By Lee Taylor

125 BEG	
David Tharp	Hon
Dwight Weimer	Suz
MINI JR	
Kirk Williams	Yam
Bobby Simons	Yam
Randy Johnson	Suz
125 JR	
Matthew Alloy	Yam
Brian Williamson	Yam
Brian Newman	Suz
250 JR	
Brian Branson	Suz
Bill Lindley	Suz
500 JR	
Dan VabAcker	JD
Tony Travis	Suz
Frank Fernandez	Yam
MINI INT	
Pat Galan	Yam
Chris McCauley	Yam
100 INT	
Jimmy Simons	Yam
Randy Harden	Yam
Allen Hopper	YZ
125 INT	
Jim Pappe	Suz
Dave Sarian	Suz
Jim Keese	Suz
250 INT	
Allan Decker	JD
Larry Pasquini	Bul
Dennis Stubblefield	Suz
500 INT	
Doug Hurt	Suz
Billy Handal	Yam
Kim Ingle	Yam
MINI EX	
Randy Harden	Yam
Kenny Whtie	Hon
100 EX	
Robert Marks	Suz
100 PRO	
John Whelchel	Suz
Jim Cote	Suz
Steven Schmitz	Suz
125 PRO	
Mike Brown	Suz
Tim Locey	Suz
Bob Kline	Hon
250 PRO	
Greg Robertson	C-A
Jeff Vidic	Mai
John Lovett	Kaw
500 PRO	
Eddie Cole	C-A
Scott Caveness	Suz
Bill MacLemurray	Mai

A.M.E. MX Sweepstakes Finale Sprockets Park Feb. 18, 1978 By Lee Taylor

125 BEG	
David Cunninham	Suz
250 BEG	
Thomas Hasty	Kaw
500 BEG	
Dve Boyd	Hus
60cc JR CYCLES JR	
Johnny Hoffman	Suz
Bobby Hoffman	Suz
MINI JR	
Kurtis Wilder	Yam
Shawn Davis	Hon
Britt Edwards	Suz
MINI OVER 15 YRS	
Kenny White	Hon
100 JR	
Randy Morales	Yam
Troy King	Suz
Kurtis Wilder	Suz
125 JR	
John McCauley	Yam
Doug Pacheco	Suz
Brian Williamson	Yam
250 JR	
Craig Buck	Suz
Tom Brooks	Yam
Jeff Lindley	Suz
MINI INT	
Jim Boyd	Yam
Jeff Black	Suz
Shawn Gran	Yam
VET	
David Rogers	Suz
Donald Jensen	Mai

ATC 90's	
Danny Saffer	—
Melvin Brannon	—
Dick Wurster	—
ODYSSEY	
Rick Page	—
Aaron Pallett	—

Salinas Airport Rough Scrambles Salinas, CA Feb. 19, 1978 By Burt Dinner

PEE WEE	
Charles Arthur	Ind
Danny Cahoon	Ind
60 NOV	
Brandon Reyes	Ita
Tom Carriger	Yam
60 JR/EX	
Kelley Fischer	Suz
80 NOV	
Dan Tarp	Suz
Terry Rankin	Yam
80 JR	
Bob Black	Yam
Glenn Keema	Yam
80 EX	
Doug Chandler	Yam
Dan Moore	Yam
100 MINI NOV	
Brent Cash	Suz
100 MINI EX	
Doug Chandler	Yam
Jack Barton	Yam
125 NOV	
Gary Vincelet	Yam
Norman Combs	Suz
Mike Gohr	Yam
125 JR	
Jeff Iwanaga	Suz
Ron Mayfield	Yam
250 NOV	
Tom Winkeman	Yam
Jim Blackwell	Yam
Roger Burditt	Yam
250 JR	
Kirk Brewer	Yam
Jeff Nichols	Yam
250 EX	
Keith Day	Kaw
Dennis Spence	Yam
Jim Filice	Suz
500 NOV	
Norman Combs	Yam
Steve Kusanovich	Yam
Kevin Stullcup	Yam
500 JR	
Wayne Busby	Yam
Ken Digges	Suz
500 EX	
Dennis Spence	Yam
Matt Carothers	Yam
John Mason	Yam

TT Scrambles Perris Raceway Feb. 18, 1978 By Phil Wulff

80 MINI	
Randy Fleisher	Suz
Curtis Cannon	Yam
Roger Thompson	Yam
125 NOV	
Scott Grose	Yam
David Hamilton	Yam
Brian Gottschalle	Hon
250 NOV	
Greg Beresford	Yam
Robert Yorba	C-A
Dan Dargit	Suz
250 AM	
Rick Blankenship	Kaw
David Parkinson	Yam
Jeff Johnson	Yam
250 EX	
John Sperry	Yam
Kent Bowser	C-A
Brad Helton	Yam
500 NOV	
Don Keeling	Yam
Joe Morabito	Yam
David Stewart	Yam
OPEN AM/EX	
Dan McWhorter	Yam
Gary Johndro	Yam
Rich Barnes	Yam
80 MINI	
Randy Fleisher	Suz
Curtis Cannon	Yam
Danny Perez	Yam
125 NOV A/E	
Don Mibam	Suz
Scott Grose	Yam
Jim Wood	Yam
1st EX	
Royal Adderson	Suz
250 NOV	
Greg Beresford	Yam
Robert Yorba	C-A
James Sluikin	C-A
250 A/E	
John Sperry	Suz
Terry Singleton	Ammex
Jay Lewis	Suz
500 NOV	
Joe Morabito	Yam
Don Keeling	Yam
Shawn Pettis	Bul
500 EX OPEN	
Dan McWhorter	Yam
Royal Adderson	Bul
Rick Rockhold	Tri

Woodland Winter Track MX-County Yamaha Day Woodland, WA Feb. 11, 1978 By E. McCormick/ Action Oz

MINI JR A	
Steve Bye	Yam
Jay Vice	Yam
Duane Foster	Yam
MINI JR B	
Gary Harkleroad	Suz
Tim Remmington	Yam
Bud Dilday	Suz
MINI INT	
Robby Watilo	Yam
Bryan Cosgrove	Yam
Eric Hall	Suz
PEE WEES	
Frosty Corcoran	IJet
Brad Jeffery	IJet
Mike Remmington	Suz
100 JR	
John Henry	Yam
Mike Lobdell	Yam
Kenny Lordice	Suz
100 INT	
Robby Watilo	Yam
Craig Lambert	Yam
Clarence Gardner	Yam
125 JR A	
Mike Simentel	Suz
Dave Parkin	Suz
Tim Walling	Suz
125 JR B	
Dan Dineen	Suz
Mark Hall	Suz
Lance Oren	Suz
125 INT	
Dave Didier	Yam
Dean Barbier	Suz
Kelly Whelchel	Suz
250 JR	
Stacy Thornton	Kaw
Curtis Hylton	Oss
Hobby Kates	Suz
250 INT	
Larry Womack	Yam
Jeff Howland	Yam
Casey Hood	Suz
30-40 JR	
Gary Frek	Bul
Roger Knight	Yam
Gary Banks	Yam
30-40 SR	
Mike Hickman	Yam
Dave Skokan	Mai
Ray Shanafelt	Mai
OLD TIMER JR	
Norm Greene	Yam
John Semmler	Yam
Bob Reed	Bul
O.T. SR	
Bill Naylor	Yam
Jack Yamanaka	Suz
OPEN JR	
Ray Shanafelt	Mai
Jim Greear	Yam
Chris Read	Mai
OPEN INT	
Mike Hickman	Yam
Dave Skokan	Mai
Ed Rust	Mai
125 PRO	
Jim Anderson	Suz
Bob Klemp	Suz
Rowdy Blasdell	Yam
250 PRO	
Tim Michlitsch	Yam
Tom Poage	Yam
Karl Usher	Yam
OPEN PRO	
Rowdy Blasdell	Yam
Tom Poage	Yam
Skeet Hise	Yam

CRC Indian Dunes Valencia, CA Feb. 19, 1978 By Cathie Barbacovi

MINI BEG	
Chris Gables	Yam
Mike Foulk	Yam
Ronnie Grenfell	Yam
MINI NOV	
Scott Nish	Yam
Chip Harris	Yam
Kevin Brewis	Suz
MINI INT	
Omar Greco	Yam
Louie Franco	Yam
Danny Sanchez	Suz
MINI EX	
Matt Whiting	Yam
Don Best	Yam
Mark Tomaselli	Suz
100 BEG	
Ron Willison	Suz
Nick Larson	Yam
Jody Powell	Yam
100 NOV	
David Barberio	Suz
Ray Gomez	Suz
Duke Wright	Yam
100 INT	
Tommy Bence	Suz
Brook Bolstad	Yam
Wally Grassle	Suz
VET (JR)	
Gary Willison	Mai
Asker Larnkjaer	Suz
Bill Norman	Mai
VET (INT)	
Richard Hampton	Mai
Louis Solrensen	Oss
Dick Alezander	Yam
VET (SR)	
John Wilson, Sr.	Yam
Dan Moore	Mai
Bill Burkhart	Yam
OPEN INT	
H.I. Peak	Yam
Rocky Frontino	Yam
Tom Jenkins	Yam
125 NOV	
Rick Bronson	Suz
John Condon	Yam
Quinton Smith	Suz
125 BEG	
Ken Alford	Suz
Randy Pretzell	Suz
Mike Kurashige	Suz
125 INT	
David Baker	Suz
Joe Price	Yam
Steve Mitchell	Suz
125 PRO	
Bill Barlow	Yam
John Oswald	Suz
George Faber	Yam
250 BEG	
John Tobin	Yam
Steve Jones	Suz
Mark Bond	Suz
250 NOV	
Byron Fayeli	Suz
Deven Santangel	Suz
Rob Myerly	Suz
250 INT	
Donald Draskovich	C-A
Walt Olson	Mai
Tony Walker	Yam
OPEN BEG	
John Alexander	Yam
J.E. Carpenter	Mai
David Villa	Suz
250 PRO	
John Atwood	Mai
Gary Scheidler	Yam
Mike Wickersham	Mai
OPEN NOV	
James Keeler	Suz
Buddy Bosh	Suz
Dick Foulke	Yam
OPEN PRO	
Mark White	Hus
Jon Miller	Mai
Brian Warner	Mai

CRC MX Indian Dunes Valencia, CA Feb. 18, 1978 By Cathie Barbacovi

MINI BEG	
Chris Gables	Yam
Jason Wagner	Yam
Josh Price	Yam
MINI NOV	
David Lamb	Yam
MINI EX	
Matt Whitting	Yam
Don Best	Yam
George Curnutt	Yam
100 BEG	
Joe Di Bernado	Yam
100 INT	
Allen Hooper	Yam
Steve Dye	Suz
100 EX	
Nick Athans	Yam
125 BEG	
Jerry Dean Rash	Yam
Bruce Marteney	Yam
Mike Giampaolo	Hon
125 NOV	
Clarke Coleman	Suz
Don Peca	Yam
John Condon	Yam
125 INT	
Gary Neal	Yam
Pedro Raymundo	Yam
Marcio Caupos	Suz
125 PRO	
Mike Brown	Suz
Tim Locey	Suz
Mike Marshall	Suz
250 BEG	
Mike Eyerly	Suz
Steve Eolefson	Suz
Jeff Latimer	Yam
250 NOV	
Bjorn Fagerli	Suz
John Nolind	Suz
Mike Kane	Yam
250 INT	
Donald Draskovich	C-A
Peter Dill	Mai
Bob Lloyd	Yam
250 PRO	
Craig Cole	Yam
Jeff Vidic	Mai
Mark McPerry	Yam
OPEN BEG	
Kevin Larson	Yam
Steve Tothe	Yam
OPEN NOV	
Richard Lidyard	Yam
Eric Vestal	Hus
Brad Blinker	Hus
OPEN INT	
Richard Barron	Yam
Rick Denney	Suz
OPEN PRO	
Eddie Cole	C-A
Mark White	Hus
Brian Walker	Mai
VET (SR)	
Peter Dill	Mai
John Wilson, Sr.	Yam
Doug Archibald	Mai
VET (JR)	
Gary Willison	Mai
Pat Murphy	Yam
Wes Sharp	Hon

Woodland Winter Track MX Championship 1st series Woodland, WA By E. McCormick/ Action Oz

MINI JR A	
Gry Harkleroad	Suz
Bud Dilday	Yam
Rod Dykrapt	Yam
MINI JR B	
Brent Worrall	Yam
Rodney Presley	Suz
Steve Bye	Yam
MINI INT	
Ted Harry	Suz
Brian Cosgrove	Yam
Rodney Keller	Yam
PEE WEES	
Frosty Corcoran	IJet
Mike Remington	Yam
Nickey Blasell	Suz
100 JR	
Loren Hendrickson	Suz
Bill Anderson	Suz
Mike Lohdell	Yam
100 INT	
Craig Lambert	Yam
Dale Semmler	Yam
Robby Watilo	Yam
125 JR	
Mike Simentel	Suz
Bob Cosgrove	Yam
Craig Boyle	Yam
125 INT	
Kelly Whelchel	Suz
Dean Barbier	Suz
Eric Schumacher	Suz
250 JR	
Stacy Thornton	Kaw
Hobey Kates	Suz
STeve Ledford	Suz
250 INT	
Mike Kates	Suz
Wilber Perkins	Yam
Keith Rinkstaff	Yam
OP/EN JR	
Clark Moore	YaM
Chas. Remmington	Yam
John Semmler	Yam
OPEN INT	
Carl Cole	Yam
Mike Perry	Suz
Everett Wattmire	Mai
30-40	
Mike Hickman	Yam
Dave Skokan	Mai
Everett Waltmire	Mai
O.T. JR	
Norm Green	Yam
Walt Drake	Hus
John Semmler	Yam
O.T. SR	
Norm DuVall	Yam
125 PRO	
Jim Anderson	Suz
Rowdy Blasdell	Yam
Tim Michletsch	KTM
250 PRO	
Karl Usher	Yam
Kevin Meyer	Yam
Reid Goldman	Yam
OPEN PRO	
Parrish Anderson	Yam
Rowdy Blasdell	Yam
Ed Therriault	Yam

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CALENDAR

CHAMPIONSHIP EVENTS

Camel Pro Series

3/12	Daytona, FL	RR
4/16	Sonoma, CA	RR
5/7	San Jose, CA	M
5/13	Gardena, CA	HM
5/21	OK City, OK	HM
5/27	Denver, CO	HM
6/3	Louisville, KY	HM
6/10	Harrington, DE	HM
6/18	Loudon, NH	RR
6/23	Hinsdale, IL	TT
6/25	Columbus, OH	HM
7/1	San Jose, CA	HM
7/8	Castle Rock, WA	TT
7/15	Sacramento CA	M
7/22	Gardena, CA	TT
7/30	DuQuoin, IL	M
8/4	Hinsdale, IL	ST
8/6	Peoria, IL	TT
8/13	Pocono, PA	RR
8/20	Des Moines, IA	HM
8/26	Indianapolis, IN	M
8/27	Indianapolis, IN	M
9/3	Loudon, NH	RR
9/10	Syracuse, NY	M
9/17	Columbus, OH	HM
9/24	San Jose, CA	M
9/30	Gardena, CA	HM

AMA Motocross Nationals

4/9	Plymouth, CA	(125/250)
4/16	Trabuco Cyn., CA	(125/250)
4/23	Houston, TX	(125/250)
4/30	Omaha, NB	(125/250)
5/7	Southwick, MA	(125/250)
5/28	Whitney, TX	(250/500)
6/10	Sonoma, CA	(250/500)
6/18	St. Peters, MO	(250/500)
7/2	Buchanan, MI	(250/500)
7/9	Mt. Morris, PA	(250/500)
7/16	Atlanta, GA	(500/125)
8/6	Escoheag, RI	(500/125)
8/13	St. Joseph, MO	(500/125)
8/20	Charlotte, NC	(500/125)
8/27	St. Petersburg, FL	(500/125)

AMA Stadium MX Series

3/4	Atlanta, GA
3/11	Daytona, FL
3/17	Houston, TX
3/18	Houston, TX
4/1	Pontiac, MI
4/2	Pontiac, MI
5/13	Pittsburgh, PA
5/20	New Orleans, LA
6/24	Los Angeles, CA
11/12	Anaheim, CA

Trans-AMA MX Series

9/24	Lexington, OH
10/1	Buchanan, MI
10/8	Unadilla, NY
10/15	Axton, VA
10/22	St. Peters, MO
10/29	Whitney, TX
11/5	Sonoma, CA

Grand Prix Motocross

6/4	Carlsbad, CA	(500)
7/23	Lexington, OH	(125)
7/30	Unadilla, NY	(250)

AMA National Enduro Championship Series

Eastern Region

3/5	Georgia Crackers M.C.
3/19	Columbia Enduro Riders
4/9	Don Thava Factory Works
5/14	Lonesome Pine End'o Rdrs.
6/11	Appalachian Dirt Riders
8/13	Ithaca Dirt Riders
9/24	Central Ohio Comp. Riders
11/5	Motorcycle Comp. Inc.

Central Region

4/2	Ridgerunners M.C.
4/16	Lubbock Trail Riders
5/7	Mid-West End'o Riders
6/18	Range Riders M.C.
7/23	Michigan Trail Riders
10/1	IN/IL/KY Enduro Riders
10/15	Potosi M.C.
11/12	Tulsa Enduro Riders

Western Region

3/5	Chaparrals M.C.
5/28	Lobo's Inc.
10/1	Prairie Dawgs M.C.
10/8	Double Crossers M.C.
10/22	Mt. Baker M.C.
10/29	Far West M.C.
11/5	Redwood Scramblers M.C.
11/12	Redding Dirt Riders

AMA ISDT Qualifiers

4/22-23	Sunland Shamrocks
4/22-23	Perry Mountain M.C.
4/29-30	Ft. Hood Dirt Riders
5/20-21	Bentwheels Comp. M.C.
6/3-4	Trask Mountain M.C.

National Observed Trials Series

4/8	Pacific Int'l Trials
4/9	Pacific Int'l Trials
4/15	Int'l Trials Assn.
6/11	Pa. Trials Riders
6/11	Pa. Trials Riders (Nat'l)
6/17	Rhody Rovers M.C.
6/18	Nashoba Valley Riders
8/27	South Arizona Trials Riders
9/2	North Texas Trials Assn.
9/4	Southern Trials Riders

S.C.O.R.E. Off Road Events

2/10-12	Parker, AZ
3/17-18	Baja, CA
4/7-9	Riverside, CA
6/8-10	Baja, CA
8/25-27	Riverside, CA
11/9-12	Baja, CA

Trans-AME MX Series

4/2	Saddleback, Orange, CA
4/16	Sprockets, Bksfld, CA
4/23	Mtn. High, Fresno, CA
4/30	Spillway, S. Maria, CA
5/7	Argyll, Dixon, CA
5/14	Helvetia, W. Sacto, CA
5/21	R.W., Trabuco Cyn., CA
5/27-28	Bishop, CA

Dragbike World Championship Series

3/4-5	Bradenton, FL	7/29-30	Union Grove, WI
4/8-9	LaPlace, LA	8/12-13	Minneapolis, MN
5/6-7	Dallas, TX	8/20	Fremont, CA
5/28	Richmond, VA	9/2-3	Cicero, NY
6/10	Englishtown, NJ	9/9-10	Kent, WA
6/24-25	W. Salem, OH	9/16-17	TBA
7/1-2	Epping, NH	10/7-8	Epping, NH
7/9	Atco, NJ	10/21-22	Las Vegas, NV
7/22-23	Eastport, NY	11/18-19	Gainesville, FL

EVERY WEEK

Wednesday

CALIFORNIA

FLAT TRACK & TT
Corona Rcwy, Corona, CA. H-91 & Bucanon. All classes. Open money race, 30% trophies. Entry Sptsmn $4, $5 money races, + gate adm. Adults $2.50, Jrs. $2. Gates open 5:30 p.m., races 7:30. 714/689-1913, 735-1705.

Friday

CALIFORNIA

CMC NIGHT MOTOCROSS
Orange County International Raceway, Ca[illegible]. Gates open 5[illegible]o, race 7:30. Entry $[illegible] license required, available at gate.

RESCHEDULED WATCH FOR ADS

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy. 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

AMA SEMI-PRO ROUGH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. 100% Ex. P.B., 30% Trophies. Entry $8, $3 spectators. Gates open 5 p.m., Prac. 6:15, race 7. 415/634-3328, 634-1667.

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

You must fill out this form complete with your name and phone number (so we can check back with you) and mail it in plenty of time for it to reach us by noon Thursday, in order for it to appear in the next week's Calendar section. The more weeks it runs, the better you look – so get it in early! No phone calls, please. We can only guarantee accuracy on items we get in writing.

Date of Event _____ Sanction _____ Type of event _____

Location _____

How to get there _____

Classes _____ Purse _____ Entry fee _____

Mailing address _____

Additional information _____

Your name _____ Number to call for info *(with area code)* _____

Saturday

CALIFORNIA

SADDLEBACK SATURDAY MX
Saddleback Pk., Orange, CA. Gate opesn 7:30 am, prac. 8-8:30, race 9. Pros race 40 min, others 30 min. Entry $8, Pros $13. No membership or mail entry req'd. 33.33% trophies. 714/495-4771.

TT SCRAMBLES
Elsinore Rcwy., Hwy. 71 at Lagonia Ave., Elsinore, CA. Sign up 6 pm, prac 7, race 8. Gate $2, race $3. 20% brass. Clubs and groups welcome, ride own class. Beg. thru Ex. 714/674-5383, 826-2386.

CRC SATURDAY MOTOCROSS
Indian Dunes, Valencia, CA. All classes. Entry $8, $13 Pro. P.B. to Pros, 30% Trophies. 2 motos, 40 min. for Pros, 30 min. for Sptsmn. $3000 med. ins., Membership Required. Gates open 7 a.m., Prac. 8, race 9. 213/830-7519.

AMA SHORT TRACK
Freemont Rcwy. H-17 at Durham Rd. All classes. Amateur purse. Entry $4. 14978 McVay, San Jose, CA 95127. 408/923-4613.

TT/SHORT TRACK
Perris Rcwy., on Hwy. 74 off Ellis Ave., ¼-mi. west side, Perris, CA. Gate opens 5 pm, race 7:30. All classes, Beg. thru Ex. 30% brass. 714/960-2501.

TT SCRAMBLES
Elsinore Rcwy., Hwy. 71 at Lagonia Ave., Elsinore, CA. Sign up 6 pm, prac 7, race 8. Gate $2.50, race $3.50. 20% brass. Clubs and groups welcome, ride own class. Beg. thru Ex. 714/674-5383, 826-2386.

WASHINGTON

MOTOCROSS
Woodland, Washington. Woodland Winter Track, 5 mi. East of Woodland on H-503. Till May 13. All classes 100% Pro p.b., specials each week! Entry $8, $12 Pro. Gates open 8 a.m., prac. 9, Race 10. 206/667-5701.

Sunday

CALIFORNIA

SPEEDWAY PRACTICE
Elsinore Rcwy., Hwy 71 at Lagonia, Elsinore, CA. New track. 714/674-5383, 826-2386.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. East of Riverside on H-60 to Theodore Off Ramp. All classes. 30% same day trophies to Sptsmn. Entry $12 Ex, $7 Sptsmn. Pros ride 2 long motos, Sptsmn. 3 motos. Membership not required, park open Sat. & Sun. for prac. Gates open 7 a.m. Free camping. Prac. 8:30, race 9:30 a.m. 714/653-5840, 653-7979, 213/531-8603.

WASHINGTON

WINTER SERIES OF MX
Puyallup Rcwy, Puyallup, WA. All classes. $8500 in cash and prizes. $500 guaranteed pro purse per event 10-25 bikes full purse, over 25 purse increases. Adm. $3, Entry $5, $10 pro. Gates open 8 a.m., prac. 10, race 11. 206/631-1550.

March 3

CALIFORNIA

AME MINICROSS SERIES
Indian Dunes, Valencia, CA. 50cc to 105cc. Mini Track. 50% Trophies. Junior Cycles to 105cc, 100% trophies. Pee-Wee entry $6 post. Gates open all day. Sign up 6, prac. 7, race 8. 213/881-5778, Memb. required. Med. cov.

AME NIGHT MX
Indian Dunes, Valencia, CA. Minis to 500cc, Intl Track. 30% trophies sptsmn. Entry Pros 125 $15 mail, $20 post. 1st $200, 2nd $100, 3rd $75, 4th $50, 5th $40, 6th $35. 100/250/500 Pros $10 post, Sptsmn $7 post. Gate open all day. Sign up 6, prac. 7, race 8. Memb. required, med. cov. Mail entry AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

FIM/AMA SPEEDWAY-CLASS A
Costa Mesa Spdwy, Costa Mesa, CA. 1st Division classes. Tickets at Jerry Hall Tire, Grant Boys, Tustin Honda, H-D of Westminster, O.C. Cycle, Allec Bros. 714/492-9933.

March 4

MR. PiBB ATLANTA SUPERCROSS
Atlanta Stadium, Atlanta, GA. Gates open 6 p.m., racing 8 until 11. Tickets $15, $10, $8, Pit & Trackside Pass $6. Info 404/522-7630.

FIM/AMA SPEEDWAY-CLASS A
San Bernardino Spdwy, San Bernardino, CA. 1st Division classes. Tickets at Jerry Hall Tire, Grant Boys, Tustin, Honda, H-D of Westminster, O.C. Cycle, Allec Bros. 714/492-9933.

OREGON

INDOOR SHORT TRACK
Medford, OR Exposition Building. Exit 32 off I-5 near Medford, OR. Seven class incl. money race. Entry $5, inclds Rider Ins. 503/779-0866.

March 5

CALIFORNIA

$1000 SPORT[illegible] CHAMPI[illegible] [illegible]RIES MX
CANCELLED
Kno[illegible]n, Pescadero, CA. 17 [illegible] of H-92 on Coast

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes. 30% trophies Sptsmn, cash p.b. Pros. Special events — ATC90, Odessy. Entry Pros $12 post, Sptsmn $8 post. Gates open 7, prac. 8, race 9. Memb. required. Med. cov. ON/N camping FREE. Call 213/881-5778.

AME MINICROSS
Racing World, Trabuco Cyn., CA. All classes 50cc to 105cc. 30% trophies. Entry $8 post. Gates open 7, prac. 8, race 9. Memb. required. Med. cov. O/N camping. 213/881-5778.

D-36 SEMIPRO HALF MILE
Orlando, CA. All classes. Special 750cc class. Med. Ins. Gates open 7:30 a.m., Prac. 10:30, race noon. 415/892-5350.

AMA D-38 DESERT RACE
Calexico, CA. I-8 to H-98 towards Calexico, Arrows from I-8 & H-98. All classes, trophies to all class winners. Entry $9, ATC race after Dist. race, 1 loop, entry $5. 3x23 mi. loops, LeMans start 9:30 a.m. El Cajo M.C. 714/727-3774.

B.O.S.S./CMC MX
Sacramento OHV Park (old McGill), Hwy. 50 to Prairie City, right to White Rock, right 2 mi. to track. All classes, incl. Vet., OT, and Mini. Nov. race in a.m., Pro, Int., O.T., Vet. at 1:00 p.m. Entry $9/$15. 100% p.b. to Pro, 30% trophies. 916/635-5240.

D-37 POINT RUN TT
Elsinore Rcwy, Elsinore, CA. H-71 at Lugonia. All classes. Trophies. Sign up 6 a.m., Prac. 7, Race 8. Riders M.C. 714/826-2386, 674-5383.

AMA SEMI-PRO ROUGH SCRAMBLES
Oakdale Pioneer Arena, Oakdale, CA. South off H-120 Btwn. Escalon and Oakdale on Pioneer Ave. All classes. 100% Semi Pro P.B., $25 purse in Ex. class. Entry $5, $2.50 2nd bike. 209/847-5558.

D-37 SEMI-PRO MOTOCROSS
DeAnza Rcwy, Sunnymead, CA. Lisa Christensen Memorial. All classes & Seniors, Women, Minis, $600 purse, 30% trophies. D-37 Points, Entry $8, $12 Ex. Free O/N camping. Sign up 7 a.m., Prac. 8, race 9. End Does M.C., 805/497-9858, 213/248-1228, 714/883-4265.

AMA NATIONAL ENDURO
Red Mountain, CA. 5 mi. Norht of H-395 on Trona Rd. A,B,C,SR & Women classes. Lots of Contingency prizes and trophies. Entry $13 A & B, $10 C and Women. Mail Entry to P.O. Box 743, Sunset Beach, CA 90742. Drawing Feb. 13, 8 p.m., Michaels Inn, 2425 Orangethrope, Fullerton, CA. 714/842-7341, 213/429-0805.

ITA TRIALS SENIOR CHAMPIONSHIP
Saddleback Park, Orange CA, 35 or older. Sr. A & Sr. B; Am, Ex; Beg., Nov. sections. Entry $5, $7 non-member. Start 10 a.m. 714/879-0570.

ITA TRIALS AND SCHOOL
Saddleback Park, Orange, CA. Sign up 8:30 am, riders mtg. 9:45, competition starts 10. Entry $5, non-memb. $7. Beg, Nov, Am, Ex, Sr, 1st time Beg classes. School taught by Expert rider. Awards to top 40%. 714/879-0570.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos and cash for pros, 3 motos and 30% trophies to sportsman. Entry $9, $13 Pro. $3000 med. insurance. Gates open 7 a.m., prac. 8, race 9:30. Membership required. 213/830-7519.

CMC MOTOCROSS
Saddleback Park, Orange, CA. All classes. Entry Sptsmn. — $7 mail, $10 post; Pro — $12 mail, $15 post. Gates open 7:30 a.m., Prac 8, race 9:30. CMC License required. Mail to CMC, P.O. Box 1402, Costa Mesa, CA 92626. Every 1st Sunday a CMC points race. 714/557-3323.

AMC MOTOCROSS
Carlsbad Rcwy, Carlsbad, CA. All classes. 100% Pro p.b., 30% trophies to Sptsmn. Entry $7.50, $12.50 Pro. Membership available at track, $3 extra non-members. Gates open 7 a.m., prac 8-9, race 9:30. 714/541-9439.

MINI MOTOCROSS
Barona Oaks Raceway, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Cyn. Rd. 11 mi. O/N camping. Sign up closes 8 a.m. sharp. Late entry $10, guest rider $9. 714/749-2525, 479-1572.

OVER THE HILL GANG MX
Dunlap Cycle Park, Dunlap, CA. State Hwy-180, 40 mi. E of Fresno. Match-Race with North Chapter, Race with CMC. 213/765-7128.

AMA SEMI-PRO MOTOCROSS
Marysville, CA. Under "E" St. Bridge. Over levee on Shad Rd. at S.E. end of "E" St. Bridge. All classes. 100% Pro p.b. $9 Entry, $16 Pros. 2113 Paseo Ave., Live Oak, CA. Rain or shine. 916/695-2727 or 695-2088.

AME MOTOCROSS
Mountain High International, Fresno, CA. H-99 to H-41, to O'Neals, North Fork, 14 mi. to Rd. 221, Left to track. All classes. 100% P.B. 30% trophies to Sptsmn, Mini & 100 Ex. Entry Sptsmn — $7 mail, $9 Post, Pro — $12 mail, $15 post. Gate fee $3. O/N camping OK. Gates open 7 a.m. 5780 E. Holland, Fresno, CA 93727. 209/291-8793.

AME/D&C MOTOCROSS GOLD RUSH SERIES
Argyll Park, Dixon, CA. 12 mi. South of Dixon on H-113. All classes. $4000 Sptsmn series and Pro Qualifier. 100% Pro p.b., 30% Trophies. Entry $12, $15 Pro plus $5 for Hi-Point Purse. O/N camping. Prac. 7:30 a.m., Race 9. 415/686-9845, 686-3172.

AMA MARATHON
Sand Hill Ranch, corner Camino Diablo & Vasco Rd. 100-Open classes. $25 to Over-all winner, 30% trophies. $6 entry, $3 gate fee. Riders must be signed in by 9:00, ride 10-noon. Rt 2 Box 143C Brentwood, CA. 415/634-3328 or 634-1667.

ARIZONA

CMC MOTOCROSS
B&B Motorcycle Park, Tuscon, AZ. I-10 to PaloVerde South to Track. All classes. 100% Pro p.b. Entry $10, $15 Pro. $3.50 gate admission. Gate opens 7 a.m., prac. 8, race 10. 602/747-8965.

LOUISIANA

MOTOCROSS
Waggerman, LA. 6 mi. north of U.S. 90 off Hury P. Long Bridge, turn right on river. $600 purse. Entry $4 Am., $6 Ex. 504/399-6494.

OREGON

CROSSUP MOTOCROSS
Crossup Raceway, 6 mi. North of Bend, OR. On H-97. All classes + fist day, over 38. 100% Pro p.b., 33% Trophies. Entry $4 mini, $6 Sptsmn. $10 Pro Adm. $2. Sign up 8 a.m., Prac. 9, race 10. 503/382-7751, 382-5309.

THE VERY BEST OF Motocross Cat 60 pages

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Minicycle Motocross
A.M.E.
Mar. 5-Racing World
Mar. 12-Sprockets Park
American Minicycle Assn.
213-881-5778

Rescheduled Rain Date

AMERICAN MOTO-CROSS A.M.E. INC. ENTERPRISES

$1200

100/125 Purse

125 Pro		100 Pro	
1st	$300	1st	$100
2nd	$200	2nd	$50
3rd	$150	3rd	$30
4th	$100	4th	$20
5th	$70		
6th	$50		
7th	$40		
8th	$35		
9th	$30		
10th	$25		

MAR. 5

30% Trophies

Sportsman

Entries

125 Pro $20 mail/$30 post
100 Pro $15 mail/$20 post
250/500 Pro $12 mail/$15 post
Sportsmen $8 mail/$10 post
Gates open 7-Practice 8-Race 9

AME
PO Box 1421
Reseda, CA 91335
213-881-5778

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1978 CANDY CRC Enduro

California Racing Club presents

SUNDAY, MARCH 12

Side Winder Road — Barstow
Window Decals to all entrants
CRC Points 8 am start
CLUB CHALLENGE
5 foot trophy to the club with the 10 best Enduro riders
please phone for reserve team numbers
'C' riders under 16 yrs., mini's & women go one loop
all other classes go two loops
20% trophies and beautiful finisher pins
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$2 discount to all 1978 CRC members
info: 714-689-6114

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MAR. 5
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AMA D.37 POINT EVENT
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30% Trophy
RESCHEDULED from FEB. 5th — be sure to bring your Rain Checks!
Semi-Pro PURSE
$600
Lisa CHRISTENSEN Memorial
SOUTHERN CALIFORNIA WOMEN RACERS' TRIBUTE TO LISA

You never lose with Cycle News

Race Schedule

CRC
213-830-7519

Every Saturday-Indian Dunes
40 min. for Pros
30 min. for Sportsmen
1st race 9 am

Mar. 5-Indian Dunes $1,000 Purse MX/Points
Mar. 12-Racing World MX/Points
Mar. 19-Indian Dunes MX/Points

$3,000 Medical
Membership Required

TRANS AME 78 Motocross Championship Series

Starts
APRIL 2
Saddleback Park
$50,000.00 Series
Entries Now Open
213-881-5778
AME, PO Box 1421, Reseda, CA 91335

AFM Road Racing Schedule

March 19 — Willow Springs
April 2 — Sears Point

American Federation of Motorcyclists
714-523-3892 916-392-0611

SADDLEBACK SAT. MX

Motocross Every Saturday
Pros —
2 — 40 minute motos
Sportsmen —
2 — 30 minute motos
Info:
714-495-4771

Saddleback Racing Club Motocross
Every 2nd & 4th Sundays
2 — 40 min. Intermediate & Pro motos
2 — 30 min. Beginner & Junior motos
714-831-2999 membership required

AMATEUR MOTOCROSS
At Franklin on Terriotria Rd. Cheshire, OR. Call for directions. All classes Jr. & Ex. 100% p.b. to pros. Entry $5 pros; $4 Amateur. Prac. 11, race noon. 2810 Dahlia Ln., Eugene, OR 97404. Emerald Racing Assn. 503/688-1274.

CLARK'S BRANCH MX
5 mi. N of Myrtle Creek, OR 6 mi. S of Roseburg, take Clark's branch Exit off I-5. Junior and Expert div., Thru 250 clas if enough riders. Entry $5, 33% trophies. Prac. 9:30 a.m., race 11. 673-3205, 832-2303.

OKLAHOMA

MOTOCROSS
Barron Fork, Tahlequah, OK. 4 mi. E of Tahlequah on Hwy. 51, 4 mi. S on Welling Rd. Prac. 9-11 am, race noon. 8 races series, $3,000 bonus to Ex. 918/456-8421.

TEXAS

MOTOCROSS
Mosier Valley MX Park, Arlington, TX. All classes. Rain or shine. $705 guaranteed purse or 50% of gate if rain. Brass to six places. Free keg beer. Entry $3 gate fee, $6 Nov., $7 Int., $8 Ex. Nov. prac. 9 a.m., race 10. Int/Ex. prac. 1 p.m., race 2. Payoff to Senior classes only. 817/277-9917, 267-9153.

WASHINGTON

EAGLE ROOST MOTOCROSS
5 mi. West of Starbuck on H-126. Mini thru Open classes, plus special sptsmn classes for street legal bikes. Free T-shirt to all entries. Entry $7. Adm. $2. Gates open 7:30 a.m., prac. 10, race 11. O/N camping welcome. Daytona Jaycees 509/382-2573, 382-4658.

March 11-12

VOTE/ATA OBSERVED TRIAL
Canyon Country, CA. I-5 to 14, Canyon Country Exit, 10 mi. on Sierra Hwy to Rowher Platz, Texas Cnyn turnoff. Kids, Beg, Nov, Am, Ex classes, not recommended for first-timers. Finisher Pins. Entry $12 mail, $15 Post. Start 9 a.m. 2x20 mi loops. Mail to P.O. Box 4571, Panorama City, CA 91412. 213/677-2300.

March 12

CALIFORNIA

AMA HARE SCRAMBLES
Superstition Mtns, Imperial Valley, CA. I-8 to Dunaway Rd., Marked to pits. 125 thru Open & Sr. classes. D-38 Points. Entry $9. 75 mi., 9:30 a.m. start, BLM approved. Rescue team. 714/279-4030.

1978 WINTER CHAMPIONSHIP MOTOCROSS
Sears Point Rcwy, Sonoma, CA. All classes. Entry $9, $15 Ex. Pits & spectators $3. 100% semi-pro p.b. Gates open 6:30 a.m., Prac. 8, race 9:30. 707/938-8448, 823-7928.

SADDLEBACK RACING CLUB MX
Saddleback Park, Orange, CA. All classes. P.B. to Pros, Trophies to Sptsmn. Post entry only. Memb. Reqd. $10 per year. 2-30 min. motos for Beg, Jr, 2-40 min. motos for Int., Pros. 714/831-2999.

B.O.S.S./CMC MOTOCROSS
Helvetia Park, West Sacramento, CA. [illegible] classes. 100% Pro p.b., 30% Trophies. Entry $9, $15 Pro. 916/635-5240. CANCELLED

CMC MOTOCROSS
Carlsbad Rcwy, Calrsbad, CA. All classes. Entry Sptrmn. — $7 mail, $10 post, Pro — $12 mail, $15 post. Gates open 7 a.m., Prac. 8, race 9. CMC license required. Mail to CMC P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323. (every 4th Sunday a points race).

MOTORCYCLE RALLYE CLUB SUNRISER
Woodley Ave., Park, CA. Located ½ mi. N of Burbank Blvd. just W of San Diego Fwy, in Sepulveda. All needed is a freeway-legal bike, readable watch, pens or pencils. Trophies. Entry $4, $5 post. Poker run. 6550 Nevada Ave., Canoga Park, CA 91303. 213/893-8653, 342-1649, 346-2029.

CRC MOTOCROSS
Racing World, Escape Country, Trabuco Cyn., CA. All classes. 2 motos and cash for Pros, 3 motos and 30% trophies for Sportsman. Entry $9, $13 Pro. Membership required. Gates open 7 a.m., prac. 8, race 9:30. 213/830-7519.

AMA MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner Comino Diablo & Vasco Rd. All classes. 100% Ex. P.B., 30% Trophies. Entry $9, $15 Expert. Gates open 7 a.m., Prac. 8:30, race 9. 415/634-3328, 634-1667.

D-37 HARE & HOUND
Limed from Red Mountain, CA on Trona Rd. All classes. 8th Annual Sauser Run. 100 mi race, easy Alt. gas. Beg. & Tail Nov. go one loop. D-37 points, finisher pins. Start 10 a.m. Rescue 3. 714/830-3978.

AMA D-36 MX
Plymouth Raceway, CA. E. at P.G.&E. sub-station, ¼ mi. to track. All classes & P.P. and O.T. Entry $15 pros, $10 others (includes insurance). Pro 100% PB. P.O. Box 221, Sutter Creek, CA 95685. 209/267-0312.

ARIZONA

TAKE FIVE TRIALS
Central Arizona. 4 mi. W of Reems Road on Greenway Rd. A&B classes. Entry $6, CAT & SATA $4, A&B class — $4, $2. Start 10:00 a.m., camping available. 602/992-6168.

OKLAHOMA

COR MOTOCROSS
Central Oklahoma Rcwy, Edmond, OK. 10 mi. east of I-35 on H-66. All classes. Prac. 10 am, race noon. 405/341-2833.

TEXAS

MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX 8 mi. S of Whitney on H-22. Nov thru Ex classes. $705 purse, 50% of gate in bad weather. Trophies thru 6 places. Free Keg beer. Entry $6, $8 Expert Nov. race at 10 a.m., Int, Ex at 1°30 p.m. 817/694-2901.

OAK HILL MOTOCROSS
Oak Hill, Alvord, TX. North of Decatur 7 mi. on 287-81, exit Mt. Zion Rd., follow signs 3 mi. to track. $705 guaranteed purse or 50% of gate in bad weather. Entry: $5 Nov, Mini, OT; $6 Int; $8 Ex. Rt. 1, Box 71, Alvord, TX 76225. 817/427-2663.

March 18-19

WASHINGTON

5th ANNUAL RAINIER INT'L DEALER'S CHALLENGE
Puyallup Rcwy, Puyallup, WA. All classes & O.T., OTHG, Mini. Amateurs ride Sat. 2 motos, ride third moto Sun. for trophies and contingencies. Exhibition classes ride all 3 Sat. for trophies. Pros ride all 3 Sun. for $750 in each class. $1000 to winning shop. Entry $12, $20 Pre, $15, $25 Post. 16 man teams, more than one team per shop may be entered. 206/631-1550.

March 18

TEXAS

MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX. 8 mi. S of Whitney on H-22. Nov thru Ex classes. $705 purse, 50% of gate in bad weather. Trophies thru 6 places. Free Keg beer. Entry $6, $8 Expert. Nov. race at 10 a.m., Int, Ex at 1:30 p.m. 817/694-2901.

March 19

CALIFORNIA

$1000 SPORTSMAN CHAMPIONSHIP SERIES MX
Knob Hill Ranch, Pescadero, CA. 17 mi. S. of H-92 on Coast Hwy. 1 to Pescadero Rd., E 3 mi. to Ranch. All classes & Beginners. 100% Pro p.b., 30% trophies, merchandise given away to Sptsmn. (Jr./Int.) only. Gates open 6:30 a.m., prac. 8, race 9. No race if rain Sat. night. O/N camping. 415/355-4760, 355-6546. CANCELLED

B.O.S.S./CMC MX
Sacramento OHV Park (old McGill), Hwy. 50, Prairie City, right to White Rock, right 2 mi. to track. All classes, incl. Vet., OT, and Mini. Nov. race in a.m., Pro, Int. [illegible], Vet. at 1:00 p.m. Entry $9/$15. 100% p.b. to Pro, 30% trophies. 916/635-5240.

TT ROUGH SCRAMBLES
Perris Rcwy, Perris, CA. H-74, off at Ellis Ave. West side. Beg. thru Ex. classes. 30% Brass. Sidehacks invited. Prac. 9:30 a.m., Race 10:30. 714/960-2501.

MINI MOTOCROSS
Barona Oaks Raceway, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Cyn. Rd. 11 mi. O/N Camping. Sign up closes 8 a.m. sharp. Late entry $10, guest rider $9. 714/749-2525, 479-1572.

AMC MOTOCROSS
Carlsbad Rcwy, Carlsbad, CA. All classes. 100% Pro p.b., 30% trophies to Sptsmn. Entry $7.50, $12.50 Pro. Membership available at track, $3 extra non-members. Gates open 7 a.m., prac 8-9, race 9:30. 714/541-9439.

CMC MOTOCROSS
Saddleback, Park, Orange, CA. All classes. Entry Sptsmn. — $7 mail, $10 post. Pro — $12 mail, $15 post. Gates open 7:30 a.m., prac 8, race 9:30. CMC license required. Mail to CMC, P.O. Box 1402, Costa Mesa, CA 92626. Every 1st Sunday a CMC points race. 714/557-3323.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos and cash for pros, 3 motos and 30% trophies to sportsman. Entry $9, $13 Pro. $3000 med. insurance. Gates open 7 a.m., prac. 8, race 9:30. Membership required. 213/830-7519.

ITA TRIALS AND SCHOOL
Saddleback Park, Orange, CA. Sign up 8:30 a.m., riders mtg. 9:45, competition starts 10. Entry $5, non-memb. $7. Beg, Nov, Am, Ex, Sr, 1st time Beg classes. School taught by Expert ridr. Awards to top 40%. 714/879-0570.

AMA D-37 HARE SCRAMBLES
Lucerne Valley, CA. Bessimer Mine Rd., Limed from Y Cafe. All classes. Finisher Pins. Entry $8.25. Beg. & Trail Nov. one loop. 2x40 mi loops. Start 10 a.m. Rescue 3. Maywood M.C. 5th Annual Bull Run. 213/639-8431.

RED GARTER ENDURO
Las Padres Natl. Forest, CA. Marked from H-166 and H-33 near Maricopa. Classes open to all. D-37 Pts., Trophies. $11.50 Entry & 2 SASE to Dirt Diggers M.C., 4601 W. Imperial Hwy., Inglewood, CA 90304. Entries open Feb. 10. 100 mi. run. Gas & Services at Ventucopa. Enduro St. legal arrestors and silencers mandatory. Eves. 213/673-0306.

D-36 ROUGH SCRAMBLES
Salinas Airport, Salinas, CA. H-101 & Airport Blvd. 100 thru Open & Mini Bike classes. 100% P.B., Entry $5, $7 Ex. Prac. 9:30 a.m., race 11. 408/899-2401, 394-8225.

ITA TRIALS SENIOR CHAMPIONSHIP
Saddleback Park, Orange, CA. 35 or older. Sr. A & Sr. B; Am., Ex.; Beg., Nov. sections. Entry $5, $7 non-member. Start 10 a.m. 714/879-0570.

P.I.T.S. OBSERVED TRIALS
Redwood Rd., Castro Valley, CA. Off Castro Valley Blvd. All classes. $1 donation. Club events. East Bay P.I.T.S., P.O. Box 2601, Castro Valley, CA. 415/582-9211.

AME/D&C MOTOCROSS GOLD RUSH SERIES
Helvetia Park, Sacto, CA. Harbour turnoff from H-80 in W. Sacto, 7 mi. along river to track. All classes.$4000 Sptsmn series, Pro qualifier. 100% Pro P.B., 30% Trophies. Entry $12, $15 Pro plus $5 for Hi-Point purse. O/N Camping. Prac. 7:30 a.m., Race 9. 415/686-9845, 686-3172.

ARIZONA

CMC MOTOCROSS
B&B Motorcycle Park, Tuscon, AZ. I-10 to Palo Verde South to track. All classes. 100% Pro p.b. Entry $10, $15 Pro. $3.50 gate admission. Gate opens 7 a.m., prac. 8, race 10. 602/747-8965.

OREGON

CLARK'S BRANCH MX
5 mi. N of Myrtle Creek, OR 6 mi. S of Roseburg, take Clark's Branch exit off I-5. Junior and Expert div., thru 250 class is enough riders. Entry $5, 33% trophies. Prac. 9:30 a.m., race 11. 673-3205, 832-2303.

CROSSUP MOTOCROSS
Crossup Raceway, 6 mi. North of Bend, OR. On H-97. All classes + first day, over 38. 100% Pro p.b., 33% Trophies. Entry $4 mini, $6 Sptsmn. $10 Pro. Adm. $2. Sign up 8 a.m., Prac. 9, race 10. 503/382-7751, 382-5309.

TEXAS

MOTOCROSS
Mosier Valley MX Park, Arlington, TX. All classes. Rain or shine. $705 guaranteed purse or 50% of gate if rain. Brass to six places. Free keg beer. Entry $3 gate fee, $6 Nov., $7 Int., $8 Ex. Nov, prac 9 a.m., race 10. Int/Ex prac. 1 p.m., race 2. Payoff to senior classes only/278-7 9917, 267-9153.

AMA QUALIFIER HILLCLIMB
Moline Ranch, near Mineral Wells, TX. I-20 to H-113, left on Millsap on FM RD 3020 to hill. Sptsmn classes. Entry $7. Start noon. 214/296-1306.

MOTOCROSS
McAllen MX Park, McAllen, TX. Next to Miller International Airport. All classes. Cash to Experts. Entry $8, $10 Ex. McAllen M.C., 512/686-4181.

WASHINGTON

EAGLE ROOST MOTOCROSS
5 mi. West of Starbuck on H-126. Mini thru Open classes, plus special sptsmn classes for street legal bikes. Free T-shirt to all entries. Entry $7. Adm. $2. Gates open 7:30 a.m., prac. 10, race 11. O/N camping welcome. Daytona Jaycees 509/382-2573, 382-4658.

March 26

CALIFORNIA

MOTOCROSS
Cycle Haven Prk., Long Beach, CA. Across from L.B. Naval Base, 1 blk. East of V. Thomas Bridge. All classes. 33% trophies. Entry $7, $12 Pros, $2 gate adm. Prac. 7:30 a.m., race 9. 213/832-6844, 547-1818.

CRC MOTOCROSS
Racing World, Escape Country, Trabuco Cyn., CA. All classes. 2 motos and cash for Pros, 3 motos and 30% trophies for Sportsman. Entry $9, $13 Pro. Membership required. Gates open 7 a.m., prac. 8, race 9:30. 213/830-7519.

AME MOTOCROSS
Mountain High International, Fresno, CA. H-99 to H-41, to O'Neals, North Fork, 14 mi. to Rd. 221, Left to track. All classes. 100% P.B. 30% trophies to Sptsmn, Mini & 100 Ex. Entry Sptsmn — $7 mail, $9 Post, Pro — $12 mail, $15 post. Gate fee $3. O/N camping OK. Gates open 7 a.m. 5780 E. Holland, Fresno, CA 93727. 209/291-8793.

B.O.S.S./CMC MOTOCROSS
Helvetia Park, West Sacramento, CA. All classes. 100% Pro p.b., 30% Trophies. Entry $5, $15 Pro. 916/635-5240.

CANCELLED

SADDLEBACK RACING CLUB MX
Saddleback Park, Orange, CA. All classes. P.B. to pros, Trophies to Sptsmn. Post entry only, Memb. Re d. $10 per year. 2-30 min. motos for Beg, Jr, 2-40 min. motos for Int., Pros. 714/831-2999.

LOUISIANA

MOTOCROSS
Waggerman, LA. 6 mi. north of U.S. 90 off Huey P. Long Bridge, turn right on river. $600 purse. Entry $4 Am., $6 Ex. 504/399-6494.

OKLAHOMA

COR MOTOCROSS
Central Oklahoma Rcwy, Edmond, OK. 10 mi. East of I-35 on H-66. All classes. Prac. 10 am, race noon. 405/341-2833.

TEXAS

OAK HILL MOTOCROSS
Oak Hill, Alvord, TX. North of Decatur 7 mi. on 287-81, exit Mt. Zion Rd., follow signs 3 mi. to track. $705 guaranteed purse or 50% of gate in bad weather. Entry: $5 Nov, Mini, OT; $6 Int; $8 Ex. Rt. 1, Box 71, Alvord, TX 76225. 817/427-2663.

MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX. 8 mi. S of Whitney on H-22. Nov thru Ex classes. $705 purse, 50% of gate in bad weather. Trophies thru 6 places. Free Keg beer. Entry $6, $8 expert Nov. race at 10 a.m., Int, Ex at 1:30 p.m. 817' ½ 694-2901.

April 2

CALIFORNIA

AME/D&C MOTOCROSS GOLD RUSH SERIES
Argyll Park, Dixon, CA. 12 mi. south of Dixon on H-113. All classes. $4000 Sptsmn series and Pro Qualifier. 100% Pro p.b., 30% Trophies. Entry $12, $15 Pro plus $5 for Hi-Point Purse. O/N Camping. Prac. 7:30 a.m., race 9. 415/686-9845, 686-3172.

MINI MOTOCROSS
Barona Oaks Raceway, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Cyn. Rd. 11 mi. O/N camping. Sign up closes 8 am sharp. Late entry $10, guest rider $9. 714/749-2525, 479-1572.

AMC MOTOCROSS
Carlsbad Rcwy, Carlsbad, CA. All classes. 100% Pro p.b., 30% Trophies to Sptsmn. Entry $7.50, $12.50 Pro. Membership available at track, $3 extra non-members. Gates open 7 a.m., prac. 8-9, race 9:30. 714/541-9439.

D-36 SEMIPRO HALF MILE
Orlando, CA. All classes. Special 750cc class. Med. Ins. Gates open 7:30 a.m., Prac. 10:30, race noon. 415/892-5350.

ITA TRIALS SENIOR CHAMPIONSHIP
Saddleback Park, Orange, CA. 35 or Older. Sr. A & Sr. B; Am., Ex.; Beg., Nov. sections. Entry $5, $7 non-member. Start 10 a.m. 714/879-0570.

ITA TRIALS AND SCHOOL
Saddleback Park, Orange, CA. Sign up 8:30 am, riders mtg. 9:45, competition starts 10. Entry $5, non-memb. $7. Beg, Nov, Am, Ex, Sr, 1st time Beg classes. School taught by Expert rider. Awards to top 40%. 714/879-0570.

CMC MOTOCROSS
Saddleback Park, Orange, CA. All classes. Entry Sptsmn. — $7 mail, $10 post, Pro — $12 mail, $15 post. Gates open 7:30 a.m., Prac. 8, race 9:30. CMC license required. Mail to CMC, P.O. Box 1402, Costa Mesa, CA 92626. Every 1st Sunday a CMC points race. 714/557-3323.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos and cash for pros, 3 mots and 30% trophies to sportsman. Entry $9, $13 Pro. $3000 med. insurance. Gates open 7 a.m., prac. 8, race 9:30. Membership required. 213/830-7519.

ARIZONA

CMC MOTOCROSS
B&B Motorcycle Park, Tucson, AZ. I-10 to Paloverde South to track. All classes. 100% Pro p.b. Entry $10, $15 Pro. $3.50 gate admission. Gate opens 7 a.m., prac. 8, race 10. 602/747-8965.

LOUISIANA

MOTOCROSS
Waggerman, LA 6 mi. north of U.S. 90 off Huey P. Long Bridge, turn right on river. $600 purse. Entry $4 Am., $6 Ex. 504/399-6494.

OREGON

AMA ENDURO
Medord, OR. 27 mi. North of CA, OR border on I-5. 125 thru Open classes. Trophies and Pins. Entry $10, $12.50 post. 815 Olympic St., Medford, OR 97501. 503/779-0812, 772-5954, 779-9976.

CLARK'BRANCH MX
5 mi. N of Myrtle Crrk, OR. 6 mi. S of Roseburg, take Clark's Branch Exit off I-5. Junior and Expert div., thru 250 class if enough riders. Entry $5, 33% trophies. Prac. 9:30 a.m., race 11. 673-3205, 832-2303.

AMATEUR MOTOCROSS
At Franklin on Territoria Rd. Cheshire, OR. Call for directions. All classes Jr. & Ex. 100% p.b. to pros. Entry $5 pro; $4 Amateur. Prac. 11, race noon. 2810 Dahlia Ln., Eugene, OR 97404. Emerald Racing Assn. 503/688-1274.

CROSSUP MOTOCROSS
Crossup Raceway, 6 mi. North of Bend, OR. On H-97. All classes + first day, over 38. 100% Pro p.b., 33% Trophies. Entry $4 mini, $6 Sptsmn, $10 Pro. Adm. $2. Sign up 8 a.m., Prac. 9, race 10. 503/382-7751, 382-5309.

FREE LISTING

CALENDAR

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

Event date _____ Event sanction _____ Event type _____

Location _____

How to get there _____

Classes _____ Purse _____ Entry fee _____

Mailing address _____

Other info _____

Your name _____ Phone number for info _____

1978 INTERNATIONAL Champions Speedway Challenge Series

U.S. versus WORLD

AMA FIM

★★★★ DON'T MISS ★★★★
U.S. Speedway Stars versus Top European Champions
Including Barry Briggs - 4 Time World Champion Peter Collins - 1976 World Champion
Ivan Mauger - 5 Time World Champion

For ticket info call 714-492-9933

COSTA MESA	SAN BERDO	VENTURA	ASCOT	COSTA MESA	SAN BERDO
Friday	Saturday	Tuesday	Thursday	Friday	Saturday
March 3rd	March 4th	March 7th	March 9th	March 10th	March 11th
8:00 P.M.	8:00 P.M.	8:00 P.M.	8:00 P.M.	8:00 P.M.	8:00 P.M.

CRC $1000 Purse March 5

125-250-
Open Pros
1st $160
2nd $85
3rd $50
4th $25
5th $15

Cash payback to 100cc Experts
$3,000 medical

30% Brass Sportsman

Pros $15
Sportsmen $9

CRC
213-830-7519

Gates open 7 am
Prac. 8 am
1st race 9:30 am
Special Pro Prac.

CRC Motocross
Every Saturday
Indian Dunes

No Pit Riding at...
INDIAN DUNES

PERRIS RACEWAY
(714) 960-2501, 657-8917

Every Saturday Night
TT & Short Track

SUNDAY, MARCH 5
Stock Cars Only — Oval & TT
Race at 1:00 PM

Grand National Championship of Motocross
forming for summer
for info:
Jerry Surber
233 Palm Aire
Friendswood, TX 77576
713-482-2504

DeAnza Cycle Park Racing Club
MX Racing Every Sunday
Member Sportsmen $7.00
Member Experts $12.00
non-members add $2.00
Free overnight camping
Points to members
Pay Once. Stay All Weekend
Gate opens 7 am Practice 8:30
Race 9:30
30% Same Day Trophies
714-653-5840 or 653-7979
213-531-8603

WANT ADS

Help Wanted

Parts person
Honda experience. 5 days. (714) 531-0742. (8)

Mechanic
Experienced Kawasaki-Husky-BMW. Contact West Cycles, (805) 255-1335. (TFN)

Yamaha mechanic/manager
Santa Barbara area, excellent opportunity for experienced Yamaha mechanic. Send resume to Yamaha of Goleta, 340 Pine Ave., Goleta, Calif. 93017. (805) 964-7714. (43/TFN)

WANTED: Full time experienced Yamaha partsman. (213) 635-8058. (50/TFN)

Parts & Accessories Dept.
H-D West has expanded their facilities resulting in an immediate opening for an aggressive career minded individual. Must be experienced. Salary + Commission with excellent company benefits. Apply H-D West, 2499 Lincoln Blvd., Marina Del Rey, CA 90291. (213) 822-3426. (5/TFN)

Sales Rep wanted
in Texas area. Large, well known accessory firm needs experienced rep. For more information call Jim Lewis (714) 686-1006. (50/TFN)

ACCESSORY STORE MANAGER. S.F. Valley store specializing in high performance street bike stuff. Must be experienced and personable. Ask for Tom (213) 781-6386. (5/4x)

Factory representatives wanted
Major manufacturer of all categories in M/C accessories is looking for aggressive salesmen. Liberal commissions. Territories are available in the following states and areas. Texas, Okla., Wash., Ore., entire Eastern, Midwestern and Southern states. If you qualified, please reply w/photo and resume to: GSM, 7240 Varna Ave., North Hollywood, CA 91605. (9)

MOTORCYCLE LUBRICANT MANUFACTURER seeks salesperson/manager for L.A. operation. Premium SPECTRO Product Line. Established Dealer customers. Attractive opportunity. Excellent Benefits, including company profit sharing plan. Salary plus commission. Please send resume to Intercontinental Lubricants Corporation, P.O. Box 208, Brookfield, Connecticut 06804. (EOI/6, 8, 10)

SALESMAN — YAMAHA — Northern California — experienced only — Call Jim (916) 758-2760. (8)

Sales Rep
Accessories distributor seeks aggressive telephone sales person. Salary plus commission. Call (213) 828-6405 for appointment. (8)

Yamaha parts person
Accessory specialist, 2 yrs. experience minimum. Excellent pay and opportunity for right people. Medical, Dental plan. Interview by appointment only. Call Len at T & O Yamaha (213) 534-2311. (TFN)

Honda parts person
Experienced only. Paid vacation, uniform, hospitalization and other insurance furnished. (415) 934-0530 ask for Doug. (8)

Our mechanics earn $20,000 per year
Imm. opening for full journey MC mechanic. $10.– per mfr's flat-rate hr. Year-a-round emply w/larger, well est. dlr. Yamaha — BMW — Triumph —Moto Guzzi — Norton — Ducati. San Francisco Bay Area. Send brief work history w/1st reply. CYCLE SPORTS, 2355 El Camino, Santa Clara, CA 95051. (TFN)

Real salesmen wanted
We need experienced and aggressive individuals who are knowledgeable in the motorcycle field. Opportunity to make big bucks with full line of products in Orange County and other areas. Contact John Linden, Sudco International, 1824 E. 22nd St., Los Angeles, CA 90058. (213) 747-5173. (9)

SERVICE WRITER
ONLY big 4 dealers in the west
Immediate opening available for the right caliber of person. Paid vacation, full medical benefits. More than a job, a way of life with a future. Contact Jim Parkinson, Bill Krause Sportcycles. Honda, Yamaha, Kawasaki, Harley-Davidson. (213) 671-0405 or (213) 674-5311. (9)

Service Manager — Honda
South Coast Honda, Santa Ana, CA. Salary plus commission. Call Frank Redding (714) 957-1966. (8)

Honda mechanic wanted
Commission, 5 days week, year round employment, and benefits. Paul (714) 531-0742. (8)

Parts counter
Experienced Honda motorcycle parts counter sales person. Top pay and benefits. Tri-City Cycle, 9041 Katella, Anaheim, CA 92804. Joe or Colman (714) 821-4710. (8)

Sales reps wanted for Rocky
For Indiana, Kentucky, Minn., Wis., Virginia and North Carolina. Send resume or call Bob Boucke, Sales Manager, Rocky cycle Co., Inc., P.O. Box 1431, Sunnyvale, CA 94086. (800) 538-1566. (9)

Parts person wanted
One of Los Angeles' finest dealerships has an opening for parts counter person. Experienced preferred in one or more of the following brands: Harley-Davidson, Honda, Yamaha. Permanent full-time position for the right person. Salary plus commission. Liberal company benefits. Contact Roger Harman at Los Angeles Harley-Daivdson, 2531 S. Main St., Los Angeles, CA 90007. (213) 749-6235. (TFN)

Mechanic wanted
Yamaha or Harley-Davidson. Experience necessary. Dale's Modern Cycle, 225 E. Base Line, San Bernardino, CA 92410. (714) 884-6464. (9)

3 YAMAHA MECHANICS WANTED, (Sunny south west). Ride year round, minimum 5 year experience, New stores, Will help move, easy $15,000, $20,000 a year. Sherm Barnett, Mark Connell, Yamaha of El Paso, 9605 Montana, El Paso, Texas 79925. (915) 598-5456. (13)

Terrific opportunity
For a new career in the swimming pool industry. Allreds Pool Supplies is taking applications for good mechanics for outside repairmen and manager traineers for retail store sales. Apply in person at 12111 Garden Grove Blvd., Garden Grove. Call for appointment (714) 534-3162. (8)

Motorcycle mechanic
Experienced Honda mechanic for small Honda dealership located in Southern Illinois. Contact Jerry's Honda Sales, 620 N. Main St., Harrisburg, IL 62946. (618) 253-7800. (11)

Mechanic wanted
Suzukis/British motorcycles. Experienced. Suzuki City, 728 S. LaBrea, Inglewood, CA 90301. (213) 674-1431. (8)

MC salesman wanted
For top Honda/Kawasaki dealer. We offer free demo, profit sharing, health/life insurance, pd. vacations. Nice place to work. See or call Doug at Norm Reeves MC, 15745 Lakewood Blvd., Paramount, CA 90723. (213) 531-1225. (9)

MOTORCYCLE MECHANIC. Experience in all phases of 2-stroke & 4-stroke repair & tune up necessary. Must have own tools. Aggressive new ownership will provide compensation commensurate with ability. Lancaster Yamaha, 400 W. Ave. I, Lancaster, CA 93534. Contact Mitch Mayes or Bruce Howell (805) 942-9624. (8)

Half-mile, TT, ST
360 Trackmaster, new piston & chamber by J&R, new Goodyear DT's, sprockets & extras. $500.00 or make offer. Call after 5 p.m. (213) 545-1481. (5/4x)

Xlnt. transportation
Honda 450. 1972 CL model. Runs good. Electric start. Must sell soon. Sacrifice for fast sale at just $400. Call Bob at (213) 372-7266 after 5:30 p.m. weekdays. (1/TFN)

HODAKA 125 "WOMBAT" '73, clean, reliable, low mileage, street legal. $200. (213) 548-1702. (8)

'75, 360 BULTACO, TWO TANKS, Sun rims, Magura, Twin Air, Works shocks, skid plate, air forks, plastic fenders and side panels, xlnt. cond. $475.00. (213) 885-1649. (8)

'73 YAMAHA 360 MX. Moved up gas Girlings, eng. overhaul 7/77 by Malcolm Smith, all receipts. Desert tank, $475.00. (714) 870-9196. (8)

RM 370 Suzuki Champion
Slinger rims — Carlisle tires like new. RM 250 motor will adapt. Asking $1150 or best offer. Tom (213) 634-0883. (8)

C&J XL410
Needs some work. Trick motor, trans, etc. 238 lbs., ready to ride. Old style L.T. frame, & motor. Sacrifice, $600.00 or best. Call after 5 p.m. Must sell. (213) 574-7004. (8)

NEW 1976½ 250CR Husky! Never started. Factory snake pipe. $1350. (213) 367-1722. (10)

'71 YAMAHA R.D. 350cc, excellent. Just rebuilt, Konis, 50 miles, $450. (805) 485-5706. (11)

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All our 1978 Yamahas & YZs are priced too low to advertise. Advertising our cost if forbidden by cycle News. Call for a super deal today. Yamaha of Carrollton, Georgia. (404) 834-7728. (3/TFN)

YZ 400 E's in stock
Bellflower Yamaha, 10401 Alondra Bl., Bellflower, CA 90706. (213) 925-5097. (1/TFN)

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2, 3, or 4 rail. Big wheels, springs and shocks. $275.00. (213) 630-3799 or (213) 861-7721. (44/TFN)

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We offer complete maintenance and
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We are now hiring British mechanics. Experienced enthusiasts please! **SYMOND'S CYCLES**, 5221 Laurel Canyon, North Hollywood (213) 762-6368. (20/TFN)

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Motorcycles, parts, accessories. Bellflower Yamaha, 10401 Alondra Bl., Bellflower, CA 90706. (213) 925-5097. (1/TFN)

Low mileage TZ250
Raced only 10 times locally by Pat Hennen's G.P. mechanic. S&W shocks, front disc, Vesco fairing & seat, gearing, $1200 or offer. Mack pipes $100. New PZ4&2 Michelins $35. (714) 827-3564. (5/4x)

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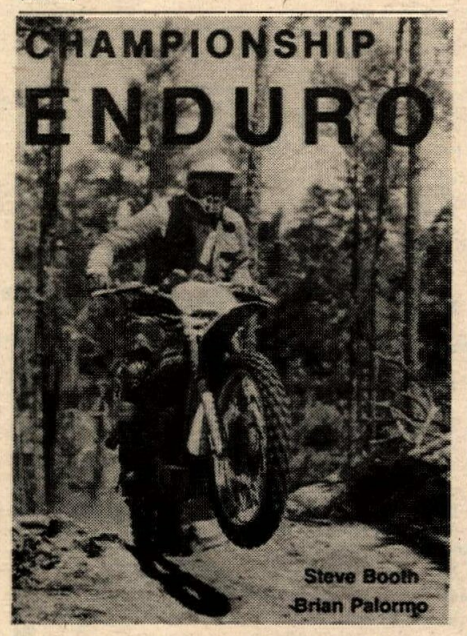
We have all Penton, Sachs, DKW, Rokon and KTM parts. Ship world wide same day. Collins and Son, 1265 E. Lincoln, Anaheim, CA 92805. (714) 535-5000. (5/TFN)



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128 pages — $5.50 plus tax. Paragon, 3106 Sweetbrier, Lafayette, Calif. 94549. (4/EOI/4x)

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Disc brake, lay down shocks — best buy, $900 — (714) 440-8104. (9)

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WE have ALL 125 Zundapp and 250 Montesa parts, plus early Mk III and MkIV Metisse items. Giant inventory. Jack Byers, Target Products, 2724 W. Main, Alhambra, CA 91801. (213) 284-3238. (27/TFN)

For sale
New 1977 YZD 125 forks with triple clamps, $140.00. New 1977 YZD 125 monoshock unit, $75.00. Call Mike (213) 430-4656. (8)

3 BIKE CAMPER. Bikes fit inside 11½ ft. Smuggler. Spacious, sleeps 4-6 comfortably, 3 way ref., extra wide door with/without '64 Ford Crew Cab. (213) 344-7040 or (213) 348-4648. (8)

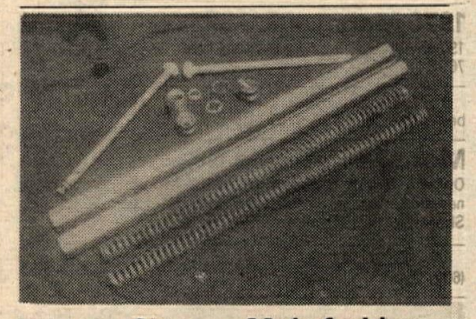
QUARTER, full camber cafe fairing. Fits CB400F, large Japanese bikes. (213) 594-8074. (10)

Gary Woods' speedway Jawa '74
Gear, tires, leathers. Many extras. Ask for Gary $1,300. (714) 521-9602. (8)

Kawasaki dealership for sale
For sale, established Kawasaki in the heart of Colorado's prime riding area. The over ½ acre with building, sales and service facilities plus inventory and equipment all for $85,000. Call Gunnisson Realty, Inc. (303) 641-1111. (TFN)

Wanted
XL-350 Honda basket case motors for parts. Call Jerry, (313) 863-6209. (8)

HUSKY 360 enduro '72, extras, fast, reliable, only used Sunday. $400. (213) 548-1702. (8)



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For Honda, Suzuki, Maico, Yamaha, Marzocchi. Used by Factory Maico Team. Up to 4½ lbs. lighter — three times stronger; guaranteed not to bend; airspring dampening to 11½ inches travel — BFI. (714) 557-8048. (4/EOI/2x — March 6x)

'77 Yamaha YZ 400D
Excellent condition, mono mods, new bore, Metzelers. Must see, $1100. (714) 673-7542. (9)

Honda parts 4 sale
New CB550 head, new Venolia 12 to 1 + .020 piston, new Champion frame, 2.5 gal. enduro tank, used XL350 cyl. + .020 w/Venolia 10.5 to 1, used XL350 head PK-ported, 2 Bell Stars 7⅝ painted. Ask for Matt (406) 723-4581. (8)

'77 Yam. YZ125D
Very clean & fast, excellent cond. $750.00. "Ask for Chuck" (714) 874-0593. (8)

'70 NORTON COMMANDO 750cc, excellent, stock, Filtrons, Dunlops, $500. (805) 485-5706. (11)

'73 Husky 400 CR
Fox forks, gas Girlings, well cared for. $500. (209) 924-4974. (8)

J.A.P. Speedway bike
Fresh engine, new tires, fender, straight frame and wheels, etc. + 22" practice tires and bike cover. Race ready. $950. (805) 736-9371. (10)

RD 400C '76 Yamaha
Ignition & carb modifications, new K81, extra parts. Runs & looks fantastic — losing job, must sell. $750. (213) 695-3688. (8)

'75 YAMAHA 250 desert ready, excellent condition, never raced, $650.00. (805) 492-6937. (8)

'77½ Ossa GP III
Luft shocks, bought Oct. '77, excellent shape, $1250.00 or ? (714) 741-3663. (9)

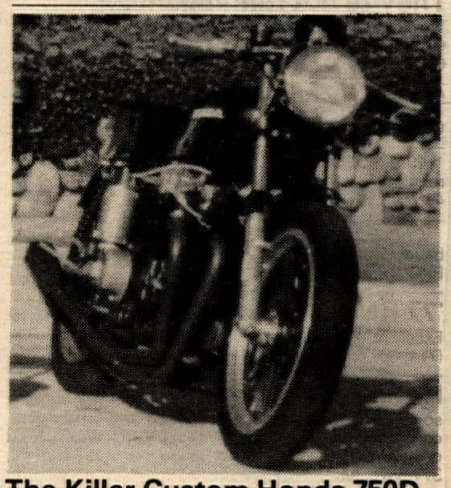
'77 TT 500 like new
Rode 10 times, ext. plastic tank, White Bros. pipe, alum. handlebars, 500 Nanking, 350 front, $1295. (213) 320-8870. (8)

BELL HELMET, Super Magnum, new, size 7¼, $40.00. (213) 596-0562. (8)

'78 XR75 HONDA. DG PIPE, lg. carb, cam, xlnt. cond. Fast, clean. Must sell, $400.00. '74 XR 75 built, $250. (213) 830-2632. (8)

'77 IT-175D YAMAHA. Long or short travel. $750. Weeknights only (213) 868-2316. (8)

Suzuki RM250A
Ported, new piston & bore. Good condition. Extras. $550 firm. '71 Yamaha enduro, dirt or street, many extras. $325. (714) 848-9493. (8)



The Killer Custom Honda 750D
The 125 hp engine is a 1,000cc motor port & polished head, Manley valves, Lester wheels, Betor R&R forks, Golden rods from RC, many extras. Must see. Over $3,000 in — $1,750 or offer. (213) 255-2369. (8)

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Fresh engine, good mag, new gearing, chains, clutch, cables, seat, bars, filter, Amal 38mm straight frame, fast & beautiful. Call evenings (714) 249-3988. (8)

Wanna try speedway?
'63 Jawa, Lucas mag, Maley 19" & 22 wheels, 2 front wheels, xtra sprockets, tires, etc. $895.00. (213) 692-2680. (8)

'75 Honda CR-125 Elsinore
Brand new gears, 36 Mikuni carb, ported, shocks laid forward, DMG up pipe, plastic tank and Metzelers & chain. Must sell & extras. $440.00. (213) 833-3420. (8)

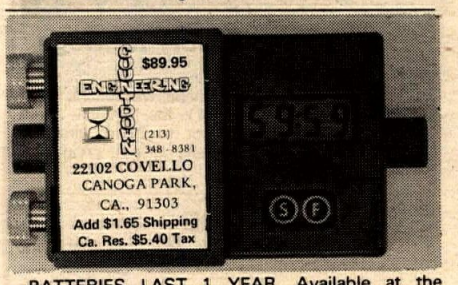
Two dirt bikes 4 sale
1975, 250 MX Yamaha, $475.00. 250 Elsinore, $350.00. Both excellent. (805) 252-2227. (8)

1976 Maico 400, $875.00
1974 Montesa Scorpion, street legal, $400. (213) 445-7696. (8)

1975 TM 250, exlnt. condition, low hours, $500 or best offer. (213) 434-4762 after 5 p.m. (8)

Moto Morini club
Owners and enthusiasts of Moto Morinis, write for newsletter and registration form to: Bob Ryan, 16 Good Shepherd Ter., Rosemont, PA 19010. (9)

WANTED: Egli-Vincent HRD Corsa for cash. Mike (602) 248-7814 evenings. (8)



BATTERIES LAST 1 YEAR. Available at the Chaparral's National. (213) 348-8381. (8)

'77 TT 500
Like new, $1050.00. Ask for Steve (213) 336-3700. (8)

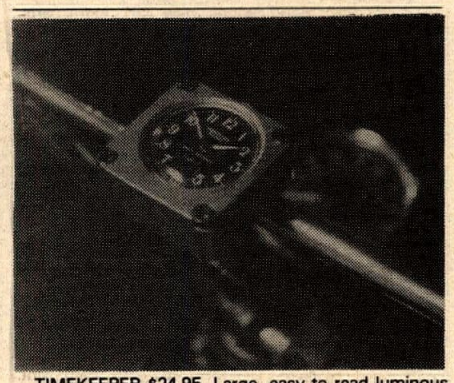
'77½, 250 Pursang
New, no miles, must sell, $895. (714) 494-2205. (8)

FOR SALE: 1975 Speedway Jawa, excellent condition, many extras. (805) 245-1698. (8)

KTM 125 GP
Late '76 KTM 125, excel. cond., Lectron carb, alum. side panels, hardly ridden. $1,000 or offer. (415) 351-7104. (8)

LATE MODEL '75 YAMAHA 250 MX mono, excellent condition, lots of extras, never raced, $550.00. Don't wait, call after 6:00 weekdays (213) 430-5186. (8)

'75 Yamaha 400 monoshock
Inlcudes all pertinent desert and enduro accessories. $725.00. (714) 488-6790. (8)



TIMEKEEPER $24.95. Large, easy to read luminous dialed pocket watch with padded aluminum holder. Mounts to cross brace — easily reset. Martin Maeding, 116 Electric St., Auburn, CA 95603. (8)

'77 Yamaha YZ125D
Inter-Am bars, Maguras, Cross-up chain tensioner. Xtras include: Hannaman trans., cables, filters and more. Like new, must see. $765.00. (213) 370-0311. (8)

They're not running but
They're all complete. 1967 bultaco Sherpa "T", 1972 Gemini "80", 1952 Harley "50" Moped, all for $200.00. Chino (714) 597-3889. (8)

'68 BSA 650 Spitfire MKIV
Complete, original, running, $750. (805) 647-2471. (8)

1951 FORD PANEL AUTO/TRANS, power brakes, running — needs work. $500 or best offer. (213) 434-4762 after 5:00 p.m. (8)

CABLE MANUFACTURING. THROTTLE, CLUTCH, brake. Out of business. Sale. $200. 507 Mount St., Richmond, CA 94805 or call (415) 236-8253. (9)

'77 RM100B Suzuki
Excellent condition, must see to appreciate. $575.00. (714) 689-0599. (8)

Hubby says I get a new one!
so I'm selling my 1973 CB350 four cyl. Showroom condition, pure stock, 5,000 miles, plus freeway bars & custom padded seat. Super lady's bike. $695. (916) 371-8875. (8)

Triumph racer
Fresh 750 short rod motor. Late Trackmaster, Ceriani, Barnes, S&W & more. Race ready. $1900.00. Wanted: Champion frame for Triumph motor. (206) 893-2138. (8)

1977 HODAKA WOMBAT 125, like new! $600.00. After 5:00 (213) 693-3472. (8)

'76 Yamaha 125 flat tracker
Like new, 19 inch rim & hub, K&N filter, KR bars, Coffman custom pipe, custom seat, all stock equipment included. Invested $850, best offer takes all. (714) 245-8924. (8)

KTM parts and accessories
Alloy side panels, MC5-GS6, alloy skid plates, GP chain tensioners and much more available. 1978 catalog now available. Send $1.00 to San Mateo Yamaha, 521 E. 5th Ave., San Mateo, CA 94402. 1 days U.P.S. service, dealers inquiries invited. (415) 347-4758. (8)

'76 BMW R90/6 w/S fairing, low miles, $2775. (213) 379-4013. (8)

1977 YZ 250D
Desert ready — well maintained — raced little by slow girl. $900.00. (213) 337-6811. (8)

'76 RM 250 Suzuki
Like new, ridden little. Must sell, $575.00. (714) 523-3098. (8)

Cheney Triumph 500
New Hypernetics eng. 11-77, Baker forks, Boges, disc brakes. Lots of tricks. $2200 invested, asking $1100. (714) 846-9170. (8)

1976 YZX 125, GOOD CONDITION. Must sell, only $500.00. Plus leathers & boots. (213) 361-6993 or (213) 998-6411. (10)

'75 Bultaco play racer
Fully prepared 360 Frontera, best of everything. Xlnt., reliable, and smooth. $600. Must sell, changing class. Call Mike Baker, days (213) 882-6422. (9)

400 CZ, $200
Complete bike, engine needs rod. Will trade for RM250 engine or Can-Am 250 engine, or ? (213) 697-8758. (11)

'77 YZ-400D
Excellent condition, Luft reservoir, 17" rear wheel w/Trelleborg & front Metzeler. $1050 or best offer. (714) 768-4464. (8)

'77 Maico 250AW
Wheelsmith Hi-Pipe, fork kit, Curnutt shocks, excellent condition. $1000 or best offer. (714) 768-4464. (8)

Yamaha 1976, 175YZ, $500
New rod, bearings, crankpin and ring. New tires and brake cable. Vesco 3.5 plus stock tank, skid plate, unifilters, etc. (213) 398-3696. (8)

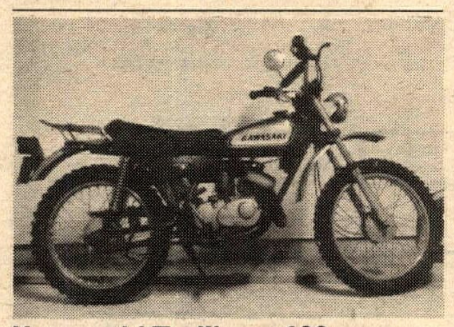
Triumph Silver Jubilee, new
One of a thousand — we have two for immedaite delivery. Don't wait! (714) 743-1230 Tues. thru Sat. European Sport Cycles, Escondido, CA. (714) 743-1230. (8)

'72 Yamaha 175
Trackmaster frame, new YZ forks, new piston, super clean, runs good. $325. (213) 766-9867. (8)

Florida dirt bike shop
Five major franchises, popular, well established, modern, professional Owner leaving, must sell by March 28. $30,000 free and clear. Call evenings late, (305) 898-7990. (10)

Short tracker
Hodaka 100cc Henter glass, spool hub, balanced engine, new cylinder, piston, extra gearing, excellent cond. Call Bill Gainey (904) 372-2735, or in Daytona (904) 252-6385. (9)

Motorcycle books
THE FIRST POST VINTAGE RACING SCENE (1931-1951) — A pictorial review of post-vintage motorcycles that are raced today in speical races for yesterday's machines, $3.95. THE IRON REDSKIN, by Harry V. Sucher — All you ever wanted to know about Indian Motorcycles but didn't know who to ask, $19.95. KNOW THY BEAST, by E.M.G. Stevens — The Vincent owner's Bible, $10.95. Add 50¢ per volume for P & P. MOTORSPORT, 6115 Gravois, St. Louis, MO 63116. (8)



Kawasaki Trailboss 100cc
'70 enduro, 10 speed transmission, knobbies, licensed for street — runs great — excellent bike for wife or kids. $300. (714) 586-9029. (8)

'75 Yamaha 250B monoshocker
Less motor in excellent condition. (805) 964-3775. (8)

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'77 Maico 400
Showroom condition, too much to list. $1,045 or offer, or trade for '78 YZ 125. (213) 456-2378. (8)

'76 Maico 450
Excellent condition, Works Performance shocks, seldom used. Must sell, $850 or best offer. (805) 498-3034. (8)

'75, 360 Husky GP, cheap
Super clean, new Fox Shox, DID rims/H.D. spokes, needs new mag. Steal it for $350! Call after 6:00 p.m. (805) 646-7471. (8)

'73, 250 ELSINORE. AIR FORKS, new clutch, strengthened frame, extra 3½ gal. tank and skidplate. A very reliable and Trophy winning bike. After 5:30 (213) 325-3742. (8)

1977 Suzuki RM 250B *$650*
Plastic tank, & Trapp silencer. All else original, even tires. Exlt. cond. (213) 834-7686. (8)

'75 Yamaha RD 350
Ex. condition — new Dunlop tires, down bars, many extras — $475. (213) 357-4255. (8)

'76 CR250-CT90 — desperate
Honda CT90K4 — 600 miles — nice — $295. CR250 — fresh engine, GP kit, FMF, Vesco tank, Betor forks — $495/offers. Evenings (714) 847-0775. (8)

'76 MR 250 Honda, like new
Clean — under 800 miles — less than 200 miles on ported and ringed motor. Suzuki rear shocks, desert ready. $600. Call between 8-5, ask for Bob (213) 962-2486. (8)

'77 YZ125D
Like new condition, runs excellent, never used much. Asking $825. (714) 846-7317. (8)

Dist. 37 No. 4 125 Yam. TT
'75 YZ 125 — set up for TT — 19 spool front, 19 rim rear — new engine O/H — new tires, very fast — sharp looking. Days (714) 925-2607. (8)

'77 YZ 125D Yamaha
Pro Fab alum. swingarm, clean, fast, $625.00. (714) 753-7955. (8)

'77 Ossa GPIII Phantom
Excellent condition, under 20 hours, never raced. Sacrifice $995.00. (408) 264-9057. (8)

KTM 400 MC5
Like new, many extras, race ready. Must sell, make offer. (714) 630-4047 or (714) 630-3961. (8)

'76 Maico AW250
Wedge barrel, Wheelsmith air/spring forks, S&W shocks, xlnt. cond., $700. Wknds. (213) 447-3772. (8)

'77 Honda generator
2500 watt, used about 15 hours, like new. $550/offer. (714) 837-9638. (8)

Wanted CR 125 parts
Need entire bike less engine, or call if you have frame, forks or any misc. parts. Prefer '76, '77, any condition. (213) 532-1418. (8)

'76½ MAICO 440 magnum G.P. — Trick-modifications, excellent — $825.00. Jon (213) 436-5183. (8)

Yamaha 50cc GP roadracer
Perfect AFM Div. II bike — 4 speed. Not raced since last complete rebuild, very fast, reliable. Work (213) 597-3317, home (213) 428-2023. (8)

Enduroized Elsinore WR
'73 Honda Elsinore set up for enduros, coverted wide ratio transmission, V.D.O. Speedometer, Vesco tank, gas Curnutt shocks, ported and very, very fast! Good for those tuffies. Must sell, $500. (714) 586-9029. (8)

'77 Bultaco Astro 250
Showroom condition, ready for 250 Nov. Pro. Can be seen at Steve's Bultaco. (213) 780-6300 or (213) 994-7468. (8)

'76, 125YZ*'74, 125 Bul*'72 Yami 60
Yamaha has air forks, $500. Bultaco, new top end, trick suspension, ridden little, $400. Yamaha mini enduro 60, $175. All great condition. (213) 697-8758. (11)

1977 RM 125B
Excellent condition, mechanic owned. After 6, $675.00. (714) 529-0687. (9)

New '77 Bultaco Sherpa T's
Overstocked, clear out at super low prices. Includes 60 days factory warranty and ship anywhere. Bultaco Sales, Dallas, TX. (214) 638-2010. (9)

Beat your competition
FERODO disc brake pads produce faster stops with longer wear. Pads in stock for all machines. See blue FERODO van in the paddock at Daytona. Performance Research Organization, P.O. Box 445, Grafton, MA 01519. Phone (617) 839-6342. (9)

Road racer TA125
Meticulously maintained, extra tires, Hunt swingarm, spare crank, AMA tech, race ready, fairing bubble, fast, reliable. $700. In Daytona call (904) 252-6385, Bill Gainey, Gainesville (904) 372-2735. (9)

Female rider selling low mileage
Monark 125, to one who's decided to do it. Excellent for progressing in ability, 6 speeds. Super top condition. Call for technical information. $295. Christie, (213) 887-9660. (8)

'74 Husky 400 CR
Mikuni, laydowns, mag forks, CDI ign., Vesco tank & sprockets, xlnt. $550.00. 23" rim, spokes, tire & tube — new, $40.00. '76 Honda XL175 street legal, $550.00, like new. (714) 543-4063 or (714) 832-8756. (8)

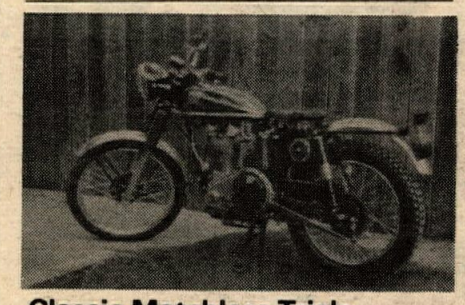
'68 Royal Enfield 750
Orig. owner — 11,600 orig. mi. Factory rear sets, plus all stock parts. Injury forces sale. A super deal. $975 or best offer. (415) 357-6115. (9)

17" rear wheel
Fits 250, 400 & TT500 Yamahas. All complete, ready to bolt on, $225.00 or best offer. (213) 335-6909. (8)

'77 Yamaha 250YZD
IT tank, skid plate, bars, 350.21 front, K&N filter, perfect condition. (714) 242-3064. (8)

New '77 Smuggler trailer 18 ft.
Sleeps 6 and carries 5 bikes. Fully self contained. $4,500. Electric brakes. (213) 996-6116. (8)

'77 Husky 250CR !Sacrifice!
Air caps, never raced, ridden little. Must sell, $1100.00 or best offer. Day (213) 390-6294, eve. (213) 454-8359. (8)



Classic Matchless Trials
1962 G3C 350cc with factory lighting. Completely restored, original tool kit, mint thru-out — $1800.00 firm. Consider late-model dirt or ? as part trade. (805) 736-0553. (8)

DKW Sachs 125, must sell
DKW — Curnutts, good tires, Pettys, tanks, street — dirt, fast 260 — Sachs enduro, all original. Both street legal — very reliable. (213) 457-2925. (8)

CAB OVER SHELL — Cargo door, stand up room, sleeps 4 or hauls 4 bikes, fiberglassed, light, strong & low drag, $285. (213) 431-3435. (9)

'71 CZ 360 motocross
Skid plae, Curnutts, Akront rims, new tire, fast, reliable, $360. (213) 457-2925. (8)

Wanted Honda XL250 + parts
To be modified for enduro. Will pay $150-$400. (213) 457-2925. (8)

Complete Astro bike without
engine converted for 250 or 350 XL Honda engine. Tel: (23) 638-1447. (8)

'75 CZ 250 red frame
Cantilever mounted gas Girlings, alum. tank, custom up pipe, air forks, Mikuni, new seat, many more extras. Everthing exlnt. Sac. $500.00 firm. Eve. (213) 695-9628. (8)

Motorcycle trailer
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ADVERTISER INDEX

AAA Cycle Center 31
AFM ..... Cal
AMC ..... Cal
AME ..... Cal
American Honda ..... 24 & 25
Gary Bailey Cycle Barn 11
Bel Ray 5
Ben's 13
Bertus Jawa-CZ 32
The Bolt King 31
Bombadier Corp. 15
Bultaco of Dallas 30
CRC ..... Cal
Cal Mart Plating 15
Champions Choice 30
Collins & Son ..... RS
Competition Accessories 33
Cosmopolitan Motors 28
Curnutt Shocks 33
Cycle New Sub Info 35
DMG 33
DeAnza Cycle Park ..... Cal
District 37 29
Donelson Cycles 15
Downen's cycle Center 45
Dunlop Tires 11
Elsinore Raceway ..... Cal
Fireside Sports 15
Full Bore Accessories 45
Garland Suzuki 33
Grand Nat'l. Championship ..... Cal
Great Bear Gran Prix 3
Harley-Davidson 48
Hiiesalu Mfg. 15
Jim Hunter MC Repair ..... WA
Husqvarna Motor Corp. 32
Indian Dunes ..... Cal
Intercontinental Lubricants 31
International Speedway ..... Cal
KTM Imports 33
Neil Keen 9
Lakewood Honda 33
Limantour Corp. 15
M/C Tire Corp. 13
Magura 31
Maico Motorcycles 30
Moto-X Fox 13
National Minicycle Assoc. ..... 9, 23 & Cal
Newport RV 29
Number One Products 13
Othman Distributing 13
PDI 9
Pace Mgt. 17
Penton Imports 30
Perris Raceway ..... Cal
Quickor 31
Redlands Suzuki 28
Sachs Motors 13
Saddleback Racing Club ..... Cal
Saddleback Saturday MX ..... Cal
San Mateo Yamaha 11
Joe Sarkees Motorcycles 29
Malcolm Smith M.C. ..... WA
Super Seer 28
Suzuki of Van Nuys 29
Suzuki West 32
T & O Yamaha 9
Sammy Tanner Distributing 28
Terrycable ..... 11 & 45
Tibbling Racing Products 32
Torco Oil 19
Town & Country Cycle ..... WA
Track 'n Travel 30
U.S. Suzuki Motor Corp. 27
Valerians 29
Van Leeuwen Ent. 45
Viva Dist. 21
Bill Walters Leathers 33
Works Performance Products 30
Yamaha of Corona 31
Yamaha of El Monte ..... WA

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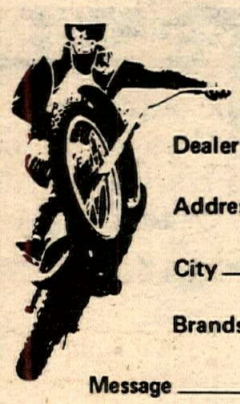

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3.	Kenny Roberts, Turlock, CA	265
4.	Steve Eklund, San Jose, CA	141
5.	Randy Cleek, Shawnee, OK	130
6.	Ted Boody, Lansing, MI	128
7.	Rex Beauchamp, Drayton Plains, MI	125
8.	Hank Scott, Findlay, OH	118
9.	Rick Hocking, Fremont, CA	96
10.	Gene Romero, San Luis Obispo, CA	93

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Class	Champion, home	Machine (s)
1975		
Expert	Bill Eves, Birchrunville, Pa.	TRI
Junior	Tom Norris, Cockeysville, Md.	TRI
Novice	Garth Brow, Richland, N.J.	BUL
Expert	Steve Droste, Flint, Mich.	H-D
Junior	Ted Boody, DeWitt, Mich.	H-D
Novice	John Ellis, Kenosha, Wis.	YAM
Expert	Mark Williams, Springfield, Ore.	TRI
Junior	Steve Eklund, San Jose, Calif.	HON/YAM
Novice	Ted Davidson, Modesto, Calif.	YAM
1976		
Expert	Bill Eves, Birchrunville, Pa.	H-D
Junior	Bill Crabbe, Levittown, Pa.	YAM
Novice	Lance Jones, Gadsden, Ala.	YAM
Expert	Steve Droste, Flint, Mich.	H-D
Junior	Randy Goss, Hartland, Mich.	H-D
Novice	Mike Rhoads, Alma, Mich.	BUL
Expert	Chuck Joyner, Oregon City, Ore.	H-D/TRI
Junior	Ted Davidson, Modesto, Calif.	YAM
Novice	Eddie Lawson, Ontario, Calif.	BUL

1), Jay Spring-

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1976	HARLEY-DAVIDSON	JAY SPRINGSTEEN	301
1975	HARLEY-DAVIDSON	GARY SCOTT	1358
1974	YAMAHA	KEN ROBERTS	2286
1973	YAMAHA	KEN ROBERTS	2014
1972	HARLEY-DAVIDSON	MARK BRELSFORD	1483
1971	BSA	DICK MANN	1054
1970	TRIUMPH	GENE ROMERO	667
1969	HARLEY-DAVIDSON	MERT LAWWILL	672
1968	TRIUMPH	GARY NIXON	622
1967	TRIUMPH	GARY NIXON	508
1966	HARLEY-DAVIDSON	BART MARKEL	434
1965	HARLEY-DAVIDSON	BART MARKEL	620
1964	HARLEY-DAVIDSON	ROGER REIMAN	503
1963	BSA-MAT	DICK MANN	114
1962	HARLEY-DAVIDSON	BART MARKEL	58
1961	HARLEY-DAVIDSON	CARROLL RESWEBER	62
1960	HARLEY-DAVIDSON	CARROLL RESWEBER	49
1959	HARLEY-DAVIDSON	CARROLL RESWEBER	52
1958	HARLEY-DAVIDSON	CARROLL RESWEBER	36
1957	HARLEY-DAVIDSON	JOE LEONARD	41
1956	HARLEY-DAVIDSON	JOE LEONARD	32
1955	HARLEY-DAVIDSON	BRAD ANDRES	80
1954	HARLEY-DAVIDSON	JOE LEONARD	76

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